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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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No. 90 DECEMBER, 1961

Published first Thursday of the month

Price Fourpence

H.M.S. Ashanti—First of the new Tribals—now in service GOLD & SILVER TROPHIES Helicopter carried

H.M.S. Ashanti, the first of the new Tribal class of general purpose frigates, was accepted for service with the Royal Navy on November 23 from the Glasgow shipyard of Yarrow & Co. Ltd.

The Ashanti, with a standard displacement of approximately 2,500 tons, is 360 feet long and has a beam of 42 feet 6 inches. Her armament includes two 4.5 inch guns in single mountings, Bofors anti-aircraft guns and a three-barrelled anti-submarine mortar. This armament is directed by the most modern radar, including semi-automatic plotting tables, and anti-submarine detection equipment.

For the first time, a helicopter will be carried as an integral part of the ship's armament; a Westland Wasp will operate in an anti-submarine role from a small "flight deck" fitted aft.

Living accommodation for the 13 officers and 240 men is of a high standard. All accommodation spaces are fitted with bunks, and fluorescent lighting gives good general illumination. Food will be cooked in electric galleys and eaten in dining halls run on the cafeteria system. All living spaces, offices and manned compartments are air conditioned to give comfortable conditions in all climates.

The propulsion machinery consists of a steam turbine to provide power for normal cruising and a gas turbine for giving boost power at high speeds and an ability to get under way quickly in an emergency without having to wait while steam is raised. The two turbines are geared to a single propeller shaft. The machinery is remotely controlled at all powers from an air conditioned control room, much of it being completely automatic in operation.

Extensive trials of the propulsion machinery were carried out during

contractors sea trials earlier this year. Development of this machinery has been undertaken jointly by the Admiralty, the Yarrow Admiralty Research Department of Yarrow & Co. Ltd., and Associated Electrical Industries.

Ships of this class will have robust all-welded steel hulls which have been developed from earlier frigate designs and treated to reduce corrosion during service.

SOLID SILVER BELL

The previous warship to bear the name Ashanti was also built on the Clyde and was one of the famous Tribal class of destroyers of Second World War fame. She was broken up in 1949. Her trophies, which consisted of a ship's bell of solid silver and a shield known as the Ashanti Trophy on which is a porcupine in solid gold, were presented to the ship in 1938 by the people of the Ashanti tribe. Both these trophies are now in the new ship, having been in the safe keeping of the Gold Coast Regiment for the past 11 years.

The frigate was launched in March, 1959, by Lady Onslow whose husband, Admiral Sir Richard Onslow, K.C.B., D.S.O., and three Bars, commanded the previous ship of the name and in her won his D.S.O. and two Bars during convoy operations to Malta and North Russia.

The present Ashanti is commanded by Cdr. David Hepworth, R.N.

Admiralty puts wives in the picture

THE Admiralty has produced a booklet which should prove of inestimable value to the wives of Naval and Royal Marine men.

The booklet, "A Guide for Naval and Royal Marine Families," is being handed to the married men of the service, who are asked to pass on the copy to their wives. For marriages which take place after November 1, a copy of the booklet will be sent to the wife by the Principal Director of Accounts.

The guide contains general information on all subjects affecting Naval and Royal Marine families, and should be studied carefully by all recipients.

Information is given about the Family Welfare Organisation, types of service, free and concession travel, allowances and grants, going abroad, etc.

This booklet should go a long way to disprove the idea that the Admiralty is a soul-less organisation designed to separate families. A study of it will show the immense care which has been taken to reduce anxiety and to provide facilities for the serving man and his family.

Flag showing



H.M.S. Dunkirk during high-speed manoeuvres in the Mediterranean. (see Special Squadron story on page 9)



H.M.S. Ashanti, one of the seven new "Tribal" class General Purpose Frigates of 2,700 tons displacement (full load) undergoing trials in November. The first frigate designed to carry a helicopter for anti-submarine reconnaissance these new Tribals (others are Eskimo, Gurkha, Mohawk, Nubian, Tartar and Zulu), are capable of meeting the main escort functions of anti-submarine protection, anti-aircraft defence and aircraft direction. Armament is two 4.5 inch, two 40 mm. Bofors A.A., one Limbo three-barrelled depth bomb mortar and two Seacat close range ship-to-air guided missile launchers. A steam turbine is used for normal cruising and a gas turbine provides additional power for high speed steaming.

Hovercraft Trials Unit formed

IN order to determine the possibility of using hovercraft for military purposes, the Admiralty has given approval for an Inter-Service Hovercraft Trials Unit to be set up in H.M.S. Ariel, at Lee on Solent.

The Services have been in close touch with hovercraft development ever since the successful trials of S.R.N.I. and preliminary studies and

**THE EDITOR
WISHES ALL
READERS A
HAPPY CHRISTMAS
AND A PEACEFUL
AND PROSPEROUS
1962**

assessments indicate that there is a good prospect that the seaworthiness of hovercraft can be developed to such an extent as to enable hovercraft to be used satisfactorily in operational conditions.

Such craft might be able to make a significant contribution to the execution of anti-submarine and amphibious warfare and in the logistic support of Army units and, in addition, they might be used in other roles, including Air-Sea Rescue, mine hunting and coastal forces duties.

The slipway and airfield at H.M.S. Ariel are also being made available for use by experimental craft constructed by industry.

No Bluejacket Band for Portsmouth Barracks

AS it can no longer be maintained at an adequate strength, it has been decided, reluctantly, that the Bluejacket Band of the Royal Naval Barracks, Portsmouth, must be disbanded. Its final appearance was at Colours on Wednesday, December 6.

The Bluejacket Band was first formed in 1921 and continued in being until, during the Second World War, it was discontinued due to drafting requirements. It was re-formed in August, 1945, under the present Bandmaster, Mr. Frank P. Harrison.

The band very soon established itself as an asset to the Portsmouth Command and there was never any shortage of volunteers to join it.

This popular band has played at fetes and taken part in carnival processions all over the country, in addition to official and semi-official functions. Some of the more important occasions at which it has performed include: attendance at the State funeral of King Gustav of Sweden in Stockholm in 1950, State visits of Queen

Juliana and of King Haakon, opening of Festival of Britain by King George VI, coronation of Queen Elizabeth II (a combined Bluejacket band played in Trafalgar Square), 1946 Wembley cup final, several appearances at Twickenham for inter-Services rugby matches, visits to Portsmouth by Shah of Persia, Prince Bernhard, King Saud and others.

In the Birthday Honours List of 1952 the Bluejacket Band was honoured by its Bandmaster being awarded the B.E.M.

The manning situation in the Royal Navy has, however, become gradually more difficult and the day has now arrived when the numbers available can no longer maintain the band at the required level.

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VIRGINIA TOBACCO AT ITS BEST

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

FOR over 40 years the Bluejacket Band of the Royal Naval Barracks, Portsmouth, and, in fact, the Bluejacket bands at various other establishments, have delighted and given a touch of colour and music to official and semi-official parades and civilian functions.

Probably the most well known has been that of Portsmouth, but alas, in these days of streamlined economy, it is being disbanded. What a pity!

The reasons for this step are obvious. All the men are volunteers and their services can ill be spared from their normal duties, but the move is much to be regretted.

It is true that while those most excellent Royal Marine bands can fill the gap at official parades, what looked better than a column of sailors headed by their own kind marching smartly, either on a parade ground or through the streets? The indirect good publicity of the Royal Navy by the presence of the Bluejacket bands must have been tremendous. Surely the country is not so poor that it cannot afford the few men necessary to maintain what has been, over the many years, a well respected and certainly a great asset to publicity and recruiting, in addition to its proper function—the music necessary to keep men up to scratch when on the march?

Appreciating the need for economy and the proper use of manpower, is it not possible to recruit men, between, say, the ages of 40 and 50, dress them in square rig, and have in being a permanent band? It would be costly, of course, but such band could accept outside engagements, (lately it has not been possible to take such jobs because the number of men in the band at a particular date could not be guaranteed), but such engagements, at the proper rate of course, could help to defray expenses.

Over the years the Bluejacket bands have been heard on many occasions—Cup Final at Wembley—arrival of foreign personages—Lord Mayor's Show—and it was only last year, on the occasion of the visit of the King of Thailand that, when the Royal Marine bandsmen's instruments and uniforms were ruined by inclement weather, the Portsmouth Bluejacket Band was called on, at less than 24 hours notice, to perform in London.

We salute the Bluejacket bandsmen, past and present, and trust that, even at this late hour, some arrangements can be made to enable it to continue in existence.

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MAN'S LARGEST MOVING STRUCTURE OUT-RUNS DESTROYER

U.S.S. Enterprise an effective unit of the fleet

BRITISH INVENTIONS PLAY VITAL ROLE

A FEW days before Christmas the largest moving structure made by man will become an effective unit of the U.S. Atlantic Fleet. She is the 85,350-ton atomic-powered carrier Enterprise.

The Enterprise was laid down in a drydock at Newport News, Virginia, on February 4, 1958, but her story started long before that in the Idaho desert. Here a complete reactor was built together with the associated turbines on the lines of one of the eight similar installations to be fitted in the new carrier.

To this desolate site in Idaho came shipyard workers and many members of the ship's company. For ratings, there was an intensive six-month course, during which time they studied atomic physics, chemistry, reactor theory, metallurgy and advanced mathematics. For the officers, the course required not only a knowledge of their own specialisation, but an overall knowledge of all departments on the engineering side.

On September 24, 1960, the Enterprise was floated out of dock and towed to the fitting-out berth. Before that, there had been the exceedingly delicate job of fitting the eight reactors—not to mention the "dunce's cap," the huge dome shape atop the island which houses various forms of electronic countermeasures—the four aircraft lifts which have each an area

similar to that of four suburban houses and the four steam catapults.

NEWS OF OTHER NAVIES BY DESMOND WETTERN

By October 21 this year, the ship was ready to begin trials—two months ahead of schedule.

NEWEST AND GREATEST

No official figure of her speed on trials has been given, but she easily outpaced an escorting destroyer. On completion of the trials, the destroyer, the Laffey, signalled: "Fuel gone, topside salted, crew wet and engines tired. Nevertheless, honoured with

opportunity to be first small boy with world's newest and greatest." To this Enterprise replied: "The race was an uneven one and we much appreciate your valiant effort. Glad to have you run with us any time. Many thanks for your fine job. Signed Davy Jones Tenderfoot."

The nuclear power plant will enable her to steam for five years without refuelling. Steam heated indirectly by the reactors supplies the catapults, water heating plant auxiliaries and so on.

Aircraft complement will be about 100, depending on the types embarked. No armament is carried, though guided missiles may be fitted in about two years time. Opinion in the U.S. Navy now leans towards the view that with a carrier of this size a defensive armament is of little value once an attacker has pierced the screen of aircraft and other ships.

"SOME BASKET"

Having seen something of this great ship in the last stages of her fitting out, I asked her Commanding Officer, Capt. Vincent P. de Poix, U.S.N., whether it wasn't a case of putting too many eggs in one basket. "I don't think so," was the reply, "for as you'll see she's some basket."

For the protection of the ship and her accompanying escorts, a complex system known as NTDS (Naval

Tactical Data System) is fitted and is probably similar to that being fitted in Eagle at Devonport. Information from various radars is fed into a computer which sorts the data to present a clear and comprehensive display of the air "state" around the ship. Many aircraft approaching from a number of directions and at varying heights and speeds can be plotted almost instantly. The flag officer and his staff can see in a moment what action is required to meet any situation. In addition, the information received is transmitted automatically to other ships in company.

One could use numerous adjectives to describe this ship, but Admiral Rickover put things briefly and concisely when he addressed the ship's company after the acceptance trials: "If a war were to occur today, I would be very proud and happy to be on board this ship."

LADIES' POWDER ROOMS

Some of the ship's statistics make interesting reading. Overall length is 1,101 ft. and maximum width across the flight deck is 252 ft. Overall area of the flight deck is approximately 4½ acres, long and wide enough to take the two "Queen" liners side by side. Facilities on board include such things as a cobbler's shop, cinema, volleyball courts, tailor's shop, printing press, gash disposal plant, ice cream plant and four ladies' powder rooms!

BRITAIN CAN TAKE PRIDE

The Enterprise is a staggering achievement on the part of the U.S. Navy designers and the shipbuilders. And it is an achievement in which Britain too can take pride: for, as U.S. officers freely admit, the British inventions of the steam catapult and angled deck play a vital role in Naval air operations aboard the Enterprise and other U.S. carriers.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

SUBMARINE COMMAND

H.M.S. Andrew, December 16 at Singapore for service in Seventh Submarine Division.

H.M.S. Aeneas, January, 1962, at Portsmouth, for service in Second Submarine Squadron.

H.M.S. Tabard, February 2, at Sydney, N.S.W., for service in Fourth Submarine Division.

H.M.S. Artemis, end of February, at Chatham, for service in Second Submarine Squadron.

H.M.S. Thermopylae, March 2, at Chatham, for service in Fifth Submarine Division.

H.M.S. Grampus, April, at Portsmouth, for service in First Submarine Squadron.

H.M.S. Auriga, May 18, at Devonport, for service in Second Submarine Squadron.

GENERAL

H.M.S. Hardy, December 5, at Chatham for Home Sea Service, 2nd Frigate Squadron, U.K. Base Port, Devonport

H.M.S. Lowestoft, December, Changes classification of service, 5th Frigate Squadron, General Service Commission Med./Home (16 months), U.K. Base Port, Portsmouth.

H.M.S. Cavalier, December 11, at Singapore for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Ulster, December 14, at Devonport for General Service Commission West Indies/Home (21 months), 8th Frigate Squadron U.K. Base Port Devonport.

1962

H.M.S. Corunna, January 3, at Rosyth for General Service Commission, Med./Home (2½ months) in 7th Destroyer Squadron, U.K. Base Port, Rosyth.

706 Squadron, January 3, at R.N. Air Station, Culdrose, Wessex helicopters.

H.M.S. Grenville, early January, at Gibraltar, with Trials Crew for Home Sea Service.

H.M.S. Barrosa, January 5, at Devonport for trials, Commissions April 17 for Home Sea Service, Commissions for Foreign Service (Far East), July, 1962.

H.M.S. Dundas, January 9, at Rosyth for Home Sea Service, 2nd Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Aisne, January 9, at Chatham, for General Service Commission (24 months), 7th Destroyer Squadron, U.K. Base Port, Portsmouth.

H.M.S. Loch Fyne, January 18, at Devonport, for General Service Commission, Middle East/Home (18 months), 9th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Kirkliston, mid-January, at Devonport for Home Sea Service, 50th M/S Squadron U.K. Base Port, Portland, (Tentative date.)

H.M.S. Rame Head, January 29, at Chatham for trials (May be delayed.)

H.M.S. Hermes, January 30, at Portsmouth, for General Service Commission, Home/East of Suez (24 months), U.K. Base Port, Portsmouth.

H.M.S. Agincourt, February 13, at Portsmouth for trials, General Service Commission May 1 for 5th Destroyer Squadron, Home/Med. (24 months), U.K. Base Port, Portsmouth.

H.M.S. Murray, February, at Rosyth, (Tentative date.)

H.M.S. Blackpool, mid-March, at Chatham, for General Service Commission East of Suez/Home (15 months), 6th Frigate Squadron, U.K. Base Port, Portsmouth, (Tentative date.)

H.M.S. Rothesay, March, Home Sea Service, Trickle conversion from General Service Commission, Captain (F), 20th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Caprice, March 26, at Singapore, for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Nubian, March, at Portsmouth for trials, Commissions for Home Sea Service September 11, General Service Commission Home/Middle East November, 1962 (18 months), 9th Frigate Squadron U.K. Base Port, Portsmouth.

H.M.S. Lynx, March, at Chatham, L.R.P. Complement.

H.M.S. Cassandra, April 2, at Singapore for Foreign Service (Far East), 8th Destroyer Squadron.

845 Squadron, April 6, at R.N. Air Station, Culdrose, for Home Sea Service/Foreign Service, Second Commando Carrier Whirlwinds.

H.M.S. Whirlwind, April 17, at Chatham for General Service Commission West Indies/Home (24 months), 8th Frigate Squadron, U.K. Base Port, Portsmouth, (Tentative date.)

H.M.S. Victorious, April, at Portsmouth, L.R.P. Complement.

H.M.S. Brighton, April, Change classification of service, 6th Frigate Squadron, General Service Commission East of Suez/Home (21 months), U.K. Base Port, Portsmouth.

H.M.S. Defender, April, at Chatham, Increase from C. & M. party to L.R.P. complement.

H.M.S. Loch Alvie, April 25, at Chatham, for General Service Commission Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Yarmouth, April 26, at Portsmouth, for General Service Commission, East of Suez/Home (18 months), Captain (F), 6th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Maidstone, May 2, at Portsmouth for Home Sea Service, Trials/Steaming Crew, U.K. Base Port, Rosyth.

H.M.S. Llandaff, May 10, at Devonport for General Service Commission East of Suez/Home (20 months), 6th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Whitby, May 24, at Rosyth for trials, General Service Commission, July 26, South Atlantic and South America/Home (24 months), 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Loch Fada, May 24, at Chatham, for trials, Commissions June 26 for Home Sea Service at Chatham, 3rd Frigate Squadron and Foreign Service (Far East), September.

H.M.S. Protector, June, at Portsmouth for General Service Commission Falkland Islands and Antarctic (F.I.D.) (24 months), U.K. Base Port, Portsmouth.

H.M.S. Dainty, June at Portsmouth, Increase from C. & M. party to L.R.P. complement.

H.M.S. Delight, June, at Rosyth, Increase from C. & M. party to L.R.P. complement.

H.M.S. Tartar, June, at Devonport for trials, Commissions December 11 for Home Sea Service, Commissions January, 1963, for General Service Commission, Home/Middle East (18 months), 9th Frigate

Squadron, U.K. Base Port, Devonport.

H.M.S. Torquay, June 28, at Portsmouth for trials, Commissions for Home Sea Service, September 4, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Owen, July, at Devonport for General Service Commission Indian Ocean (24 months) U.K. Base Port, Devonport.

H.M.S. Londonderry, July at Portsmouth for General Service Commission, West Indies/Home (24 months), 8th Frigate Squadron, U.K. Base Port, Portsmouth.

899 Squadron, July 17, at R.N. Air Station, Lossiemouth, for General Service Commission, Strike H.Q. Squadron, Buccaneer

801 Squadron, July 17, at R.N. Air Station, Lossiemouth, for General Service Commission, For Ark Royal, Buccaneer.

H.M.S. Albion, July, at Portsmouth for Home Sea Service/Foreign Service, U.K. Base Port, Portsmouth.

H.M.S. Cavendish, end July, at Gibraltar with Trials Crew, Commissions end August, at Gibraltar for General Service Commission (24 months), 5th Destroyer Squadron, U.K. Base Port, Rosyth.

H.M.S. Salisbury, August 16, at Devonport for Trials, Commissions September 27 at Devonport for Home Sea Service, 4th Frigate Squadron, Transfers to General Service Commission, April, 1963 (24 months), U.K. Base Port, Devonport.

H.M.S. Tenby, mid-September, at Chatham for trials, Commissions mid-November at Chatham for Home Sea Service, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Eskimo, September (may be delayed) at Cowes for Home Sea Service, 9th Frigate Squadron, Commissions for General Service Commission, December, Home/Middle East (18 months) U.K. Base Port, Portsmouth.

H.M.S. Cook, September, at Singapore, for Foreign Service (Far East/Pacific).

H.M.S. Caesar, October, at Singapore, for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Lincoln, October, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron

H.M.S. Loch Lomond, October, at Singapore for Foreign Service (Far East), 3rd Frigate Squadron

H.M.S. Cambrian, October (tentative date), at Devonport for trials, Commission at Devonport, December for 8th Destroyer Squadron.

When 'Oily Wad' was cut in two

SIR.—I was interested to read the report of the 18th Annual Dinner of the Harwich Naval Force Association in the November issue of Navy News. Although I did not serve with that force I, with many others, have good cause to remember it.

From 1915 to 1918 I was serving with the Nore Flotilla, rather a cosmopolitan collection of 30 knot destroyers plus a few Torpedo Boats—the 'Oily wads.' I was serving on board T.B.2. One patrol was 'C' Patrol and this was from Black Deep to Sund and Shipwreck Lightships.

This patrol was probably a nuisance value to the Harwich Forces, but we did keep enemy submarines from laying mines in the vicinity of the Lund Light Vessel but in so doing, patrol vessels frequently crossed the approaches to Harwich, and, consequently, were in continuous danger of being rammed by ships of the Harwich Force when they were ordered out on a sweep at high speed.

I wonder whether any shipmate of the Harwich Forces remember ramming and cutting in two T.B.2?

With reference to the sinking of

Depot—Devonport and my first ship, a destroyer H.M.S. Levan—Lt.-Cdr. Freemantle, R.N.

I would like to correct Mr. Haddon. The eight most powerful ships in the world were the ships of the 2nd B.S. 1913.—The K.G.5 Class viz., King George V, Audacious, Ajax, Centurion—Orion (2nd flag Sir Robert Arbuthnot), Conqueror, Monarch, Thunderer.

I too am 73.—H. MULLIGAN, Fleetwood, Lancs.

ARE NAVY MEN NAIVE?

SIR.—Recently two Naval men, a "Tiffy" and a two-badge Petty Officer were talking in my bar. It seems each was bent on, and looking forward to, the ending of 12 years' service. The Petty Officer said "roll on" and that he didn't want much money outside. He would be content with £12 per week flat. The tiffy said that would do him too, so long as he was at home.

The conversation made me smile—somewhat cynically perhaps. Before I

LETTERS TO THE EDITOR

H.M.S. Bulwark mentioned under the article "Accident or Enemy Action" by Aycharbee on page 8 of the November issue, I would suggest it was by accident. I was serving as a Gunner's Mate in Bulwark until recalled to Whale Island early in January, 1914. The news of her loss came as a great blow to me as I lost so many personal friends and shipmates.

There were only two saved, A Marine Sergeant who was in a 6-inch gun casement adjacent to the aft deck and the Gunnery Office Writer, Able Seaman Stait.

I met him quite a long time after the explosion and he told me that he was in the Gunnery Office at the time. The ship was embarking ammunition but as far as I can remember he said the crew were having a 'stand easy' at the time. His own experiences were these—he had just gone into the Gunnery Office when he heard a noise. On looking round he saw the door curtain go up in flames and the next thing he remembered was the action of rising to the surface. He had been badly burned and had been in hospital a long time. Yours, etc., SHIPMATE, R.N.A. (Name and address supplied to the Editor).

(In his book "They called it accident," A. Cecil Hampshire, names 14 survivors of the 780 officers and men who had formed the Bulwark's complement. Of the 14 two died shortly after being picked up, and of the remaining 12, eight were terribly injured.—Editor)

THE MARINES WERE CALLED IN

SIR.—I was interested to read the letter from R. G. Haddon, Long Eaton, in the October issue of the "Navy News" as I was in the Signal School at Portsmouth at the time of what he refers to, as "the disturbances." An understatement certainly. Order was not restored until the Marines were called in.

I had just been rated Signalman and was awaiting draft to my own

left the Navy four years ago the cry was the same excepting then it was "content with £10 a week."

Will Naval men never lose their naivety? They seem to see civilians only on their (the civilians) week-end night out. A workman shows his wage chit with a gross total of perhaps £14-£15, but Jolly Jack fails to see the hours worked.

I am an ex-G.P.O. Mech. (E) and my highest flat rate wage before stoppages, whilst in the different jobs of Security Officer, Engineer's Storekeeper and Postman, was £10 10s. a week.

As a publican I now average 82 hours per week for a profit which makes the hourly rate absurd. I now know where I was better off financially and where I had much more freedom than I now have. Yours, etc., PUBLICAN

(Name and address supplied to the Editor)

NEW LOOK FOR NOTICE BOARDS

WITH the idea of improving the publicity within the Service of matters affecting Naval personnel, the Admiralty has introduced a new style of notice board issue of Admiralty Fleet Orders.

The new notice board issue, printed in large type, will list only the number and title of the Fleet Order with a very brief explanatory note. Ships' companies will be able to go along to information offices, coxswains' offices, etc., and read the full text of those orders which affect them.

The old-type notice board issue, reprints of the actual orders, was often so voluminous that it was not possible to display it properly. It was easily destroyed or lost long before every man on board had a chance to read it. The new type, single-page issue, will enable men to see at a glance the purport of any Admiralty Fleet Order affecting them, and commanding officers will see to it that the full text is made available to all inquirers.

SHIPS OF THE ROYAL NAVY

H.M.S. Camperdown

No. 73



H.M.S. Camperdown, one of the six early "Battle" class destroyers (the others are Finisterre, Saintes, Sluys, Solebay and Trafalgar), was built by the Fairfield Shipbuilding and Engineering Company Limited of Glasgow, being laid down in October, 1942, launched in February, 1944, and completed on June 18, 1945.

She has a displacement of 3,361 tons (full load) and her length is 379 feet (o.a.) and is 40 feet in the beam. Her peacetime complement is about 250.

The present Camperdown is the sixth ship of the Royal Navy to bear the name, which commemorates Admiral Duncan's victory over the Dutch Fleet in 1797.

The badge is a bugle horn within a chaplet of laurel on a blue field and is derived from the arms of Admiral Duncan the Earl of Camperdown.

NAVY HANDS OVER 400-YEARS-OLD CASTLE

THE keys of the four-hundred-year-old Upnor Castle, near Rochester, which has been used as a Naval and Army armament and gunpowder store since the end of the 17th century, were handed over to the Ministry of Works at a ceremony on the castle on November 17. The castle is to be repaired by the Ministry of Works and, for the first time in its history, opened to visits by the general public.

Queen Elizabeth I ordered the castle to be built on the bank of the River Medway and it was completed in 1563 at a cost of £3,621 13s. 1d. Cannons from the castle fired on the Dutch Fleet when it sailed up the River Medway in 1667 and Samuel Pepys recorded that the Dutch men-of-war "made no more of Upnor Castle's shooting than a fly. . . . Upnor played hard with their guns at first but slowly afterwards, either from the men's being beat off or their powder spent."

A year later, in 1668, it was decided that the castle should be converted into a Magazine, and Naval gunpowder was stored there from 1745 until the beginning of the present century. Buildings added to the castle became the Royal Naval Armament Depot, Upnor.

The keys of the castle were handed over by Rear-Admiral I. W. T. Beloe, D.S.C., Flag Officer, Medway.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Cambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, and Rhyl.

In Memoriam

James Murphy, Engineering Mechanic 1st Class, D/KX-897846, H.M.S. Bulwark, Died September 16, 1961.

Rodney John Bowles, Engineering Mechanic 1st Class, D/K-949231, H.M.S. Tiger, Died September 19, 1961.

Roy Douglas Tallack, Chief Petty Officer Writer, P/MX.67696, H.M.S. Victory, Died October 6, 1961.

Frederick Leonard Stone, Chief Petty Officer, P/JX.157266, H.M.S. Narvik, Died October 8, 1961.

Frank James Webber, Shipwright 1st Class, D/MX.729800, H.M.S. Blake, Died July 6, 1961.

Stella Violet Pegler-Smith, Chief Wren, WRNS.98910, H.M.S. Condor, Died July 14, 1961.

Donald Edward Collins, Chief Electrical Artificer (A), L/FX-

75548, Died October 11, 1961. John Francis Ward, Sergeant R.M., PO/X.6896, Died October 14, 1961.

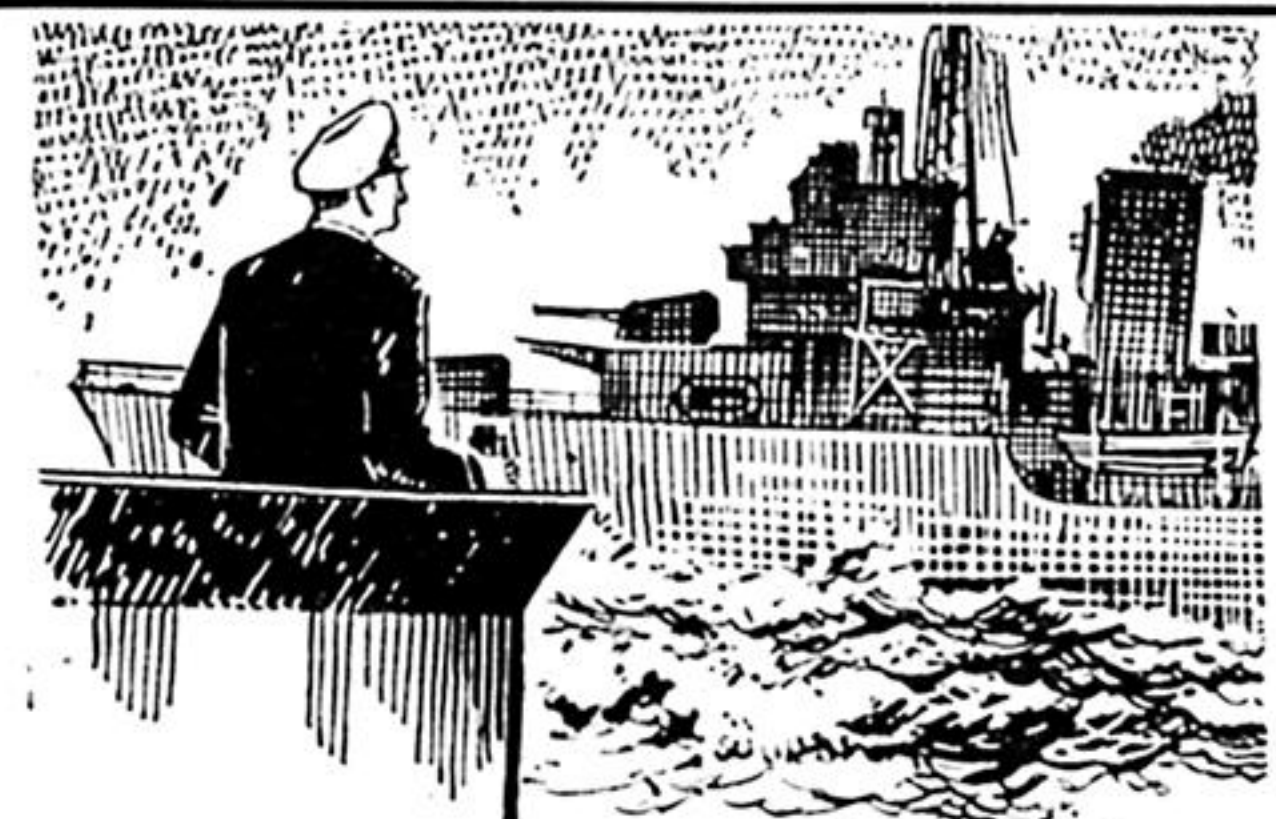
Ronald Edward Taylor, Acting Leading Seaman, P/SSX.899202, H.M.S. Plover, Died October 15, 1961.

Derek Hirst, Royal Marine, R.M.-18442, Died October 16, 1961. James Arthur Burton, Steward, P/L.972830, H.M.S. Excellent, Died October 18, 1961.

Hawthorne McBride, Engineering Mechanic First Class, P/KX-903474, H.M.S. Dolphin, Died October 21, 1961.

Derek Hather Royle, Sick Berth Attendant, D/M.925433, H.M.S. Forth, Died October 28, 1961.

Joseph Francis Smyth, Electrical Artificer Second Class, D/M-933755, H.M.S. Ark Royal, Died November 4, 1961.



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The Royal Naval Association plaque which was presented to J. Lowestoft. (Photo.—By courtesy of Lowestoft J.)



H.M.S. Victorious entering Hong Kong harbour. The carrier should have entered three months earlier than she did, but she was diverted to Kuwait. With Victoria Peak in the background and with a Chinese junk and harbour ferry steamer, this photograph provides a picture of nautical contrasts. H.M.S. Victorious left Singapore to return to the United Kingdom on November 14 and will arrive just before Christmas.

Victorious home for Christmas

THE 34,000 ton Aircraft Carrier, H.M.S. Victorious commanded by Captain J. M. D. Gray, O.B.E., Royal Navy, sailed from Singapore for European waters on November 14.

Victorious is on a General Service Commission, and has been the "East of Suez" strike carrier since March of this year. During her time in these waters she took part in the major S.E.A.T.O. exercise Pony Express off North Borneo in April. Some of her modern military aircraft impressed many spectators at the Singapore Air Display in May and a month later the ship was on her way to the Persian Gulf for the Kuwait Operation. In all she was involved in this operation for three months, some of the time being spent in the gruelling conditions of a Persian Gulf summer and the remainder on the Middle East Station within a few days steaming of the possible trouble spot.

In October her 2,000 Officers and men were able to have a short spell of relaxation in Hong Kong and re-

cently they have spent their off duty time in Singapore Christmas shopping for their families.

It was announced on November 16 that H.M.S. Victorious was to be diverted to Kenya whilst on her way home in order to render assistance to those made homeless by the recent floods in that part of the world. Her helicopters will be used in the rescue work to deliver food, clothing and medical supplies and to evacuate injured people from the stricken areas. The Admiralty stated it was expected that the ship would still reach the United Kingdom by Christmas.

VOLUNTEERS WANTED

ONCE again the hard chase for the Field Gun Trophies has begun. It is less than six months since Air Command walked off with the Inter-Command Cup and the Aggregate Time Cup at the Royal Tournament and shared the honours with Portsmouth for the Fastest Time Cup, but selections are being made at Portsmouth—and undoubtedly at Devonport and Lee—from volunteers for the 1962 series.

Ratings interested in this tough "sport" should get in touch with their Divisional Officers.

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £2,971,390 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress, £607,726 to kindred organisations and Children's Homes; and £367,089 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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Increased importance of Writers

THE Royal Naval Writers' Benevolent Association, which was founded as far back as 1887, held its annual reunion dinner at the United Service Masonic Club, Lake Road, Portsmouth, on November 24, when about 130 were present.

Mr. S. Hill proposed the toast of the association, stating that it was still a vigorous and flourishing organisation. In his response to this toast, the chairman, Mr. I. W. Baker, who is shortly to leave the Service and to enter the teaching profession, gave a review of the association's work over the past year. All "dead wood" had been removed from membership and, although the numbers in the association had dropped slightly, being 1,103 to 1,200, the quality remained.

Although he was delighted that the interest of the older members was maintained, he was pleased that

younger members were coming along in good numbers. The next 12 months should show an upward trend. He, and the association generally, regretted the possible winding-up of the Chatham branch, but the organisation remained in force in that area and everyone would be happy if that branch could be revived.

He concluded his remarks by calling upon those present to drink a toast to the general secretary, Lieut. J. V. Watson, R.N., who had put in such hard work on behalf of the association.

COMPLICATED GADGETS

Mr. J. Rowe extended a hearty welcome to the guests and the chief guest, Rear-Admiral G. B. Teale, C.B.E., Chief Staff Officer (Administration) to the Commander-in-Chief, Portsmouth, responded.

Admiral Teale referred to the changes he had seen in the Writer branch over the past 35 years—from the simple, almost unbreakable, type-writer and heckto jellies to the complicated gadgets and tape recorders of today. He mentioned the increase in importance of the Writer branch, saying there was a continuous call from N.A.T.O. for experienced Writers.

In thanking the association for its invitation, the admiral said that there was the possibility of more sea time for youngsters, but unfortunately less than one-third of the job available were at sea. He also said that consideration was being given to reducing the length of local foreign service to two years and he stressed the importance to juniors of volunteering for the service they wanted. Such volunteering was of great help to the Commodore Naval Drafting.

Mr. Burton proposed the toast of the old and trusted members, giving them a warm welcome and saying with what respect they were held by the serving members today. Mr. A. Tibble, in a witty speech, responded. He said he was 72 and was glad to see among those present one who had taken him "under his wing" way back in 1905—Mr. Percy Gladdis—who will be 80 early next year.

Another extremely witty speech came from Mr. K. Summers, who proposed the toast of absent members.

On completion of the excellent meal, the members had a couple of hours "ship visiting," recalling old times and old faces and making arrangements for next year's reunion.

FILM RELEASES

The current R.N. Film Corporation Releases to the fleet are: *No My Darling Daughter*, Juliet Mills, Michael Redgrave, Michael Craig; *Ring of Fire* (colour), David Jansen, Joyce Taylor, Frank Gorshin; *Hoodlum Priest*, Don Murray, Keir Dullea, Cindi Wood; *Information Received*, Sabina Sesselman, William Sylvester, Edward Underdown; *The Young Savages*, Burt Lancaster, Dina Merrill, Shelley Winters; *Goodbye Again*, Ingrid Bergman, Yves Montand, Anthony Perkins; *Flame in the Streets*, John Mills, Sylvia Sims, Brenda de Banzie; *The Naked Edge*, Cary Cooper, Deborah Kerr, Eric Portman.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX 901086 W. J. Hull, JX 166833 D. Flack, JX 155422 C. T. Johnson, JX 154631 T. H. W. Popple, JX 712454 J. McLehlan, JX 194738 R. Hallam, JX 156262 E. W. J. Lock, JX 795572 J. V. Relfell, JX 777882 E. C. Williams, JX 149303 R. F. Obce, JX 155810 C. G. Lines, JX 166830 P. D. Rowell, JX 390315 T. P. Barrett, JX 192780 S. E. Gladden, JX 804379 L. G. Somerfield, JX 712729 T. H. Weir, JX 180536 H. C. Corns, JX 287134 A. T. Leek, JX 162135 J. C. Green, JX 712888 G. G. Lock, JX 160030 T. L. Westlake, JX 157200 K. E. Carlick, JX 778452 J. P. Manghan, JX 170205 P. J. W. Smith.

To Chief Petty Officer Engineering Mechanic
KX 84602 H. V. Bichenall, KX 90058 G. G. Brown, KX 847278 P. J. Bundy, KX 862290 R. Edwards, KX 869564 J. K. Schultz, KX 152059 C. H. Couch, KX 781583 G. J. Edmonds, KX 834616 W. H. White, KX 770678 M. Bayley, KX 891493 J. E. K. Thomas, KX 840347 G. F. Maich, KX 894732 D. Patey, KX 845008 F. T. Castle, KX 852630 D. Stubbing, KX 841776 P. J. Edmonds, KX 841131 R. Clifford, KX 104522 H. Y. Hosiene, KX 880283 R. F. Woolston, KX 789106 N. E. Boore, KX 837899 A. L. Dillingham.

To Acting Chief Engine Room Artificer
MX 855934 D. Parker, MX 929797 R. W. Stringer, MX 855693 R. Cannon, MX 857880 N. Rumbold, MX 93428 I. D. Hutchins, MX 845926 K. L. Ferner, MX 766871 L. A. V. Scott, MX 818531 G. R. Burnett, MX 804175 Grimsditch, MX 919642 A. A. Wakley, MX 857433 F. C. Shipperley, MX 857443 D. T. Sulley, MX 855732 J. Goodwill, MX 855935 J. S. Patterson, MX 803030 P. D. Marner, MX 888437 T. R. Byrne, MX 766848 P. C. Brooks, MX 803702 E. A. J. Moyes, MX 857315 B. F. Budd.

To Acting Chief Mechanician
KX 846892 J. M. Donald, KX 879544 J. G. Bennett, KX 862209 G. Shields.

To Chief Radio Electrician
MX 853362 N. MacDonald, MX 863417 B. P. Wells.

To Stores Chief Petty Officer (S)
MX 873624 F. R. Kerr, MX 820477 M. Miller, MX 820304 P. F. Graham, MX 860238 J. S. Weavers.

To Chief Petty Officer Cook (S)
MX 51502 J. Gibbs, MX 771125 A. W. Glover, MX 808688 D. M. Roberts, MX 867490 P. W. Hill, MX 56262 W. J. Goodyear, MX 62010 R. N. O. Jackson, MX 893190 R. F. White, MX 122291 H. B. Williams, MX 817212 W. S. J. McCauley, MX 61963 P. Byrne.

To Chief Petty Officer Steward
LX 849207 D. L. Dean.

To Chief Radio Communication Supervisor
JX 712235 C. D. Simpson.

To Chief Petty Officer Electrician
MX 844076 D. R. Waterhouse, MX 759547 A. A. J. Parrett, MX 850867 R. Coysh, MX 844457 J. E. Taylor, MX 522090 R. A. Weller.

To Chief Petty Officer Writer
MX 771359 C. W. A. Bull, MX 855064 R. E. Swabey, MX 841241 A. H. French, MX 853130 W. D. Broadhurst, MX 851589 D. A. Andrews, MX 859668 J. Dolman, MX 840555 B. Oakes, MX 840942 J. S. Masterson, MX 852174 F. G. Wright, MX 851070 W. J. D. Low, MX 810780 J. Wharton, MX 771387 D. J. Boddy, MX 840936 B. R. Edwards, MX 832459 D. M. Owen, MX 810264 R. D. Long, MX 872663 L. A. J. Lang, MX 846144 N. V. Wisbech.

To Stores Chief Petty Officer (V)
MX 879219 B. B. Flack, MX 660623 C. Stalte, MX 54135 R. W. Blewett, MX 890644 G. A. Tanner, MX 850497 W. Dixon, MX 790096 W. J. E. Bristowe, MX 811715 D. G. Hutchins, MX 868295 K. J. Paine, MX 744104 G. K. Crummy, MX 835167 F. T. Potter, MX 858639 S. J. Taylor, MX 608857 W. R. Sanham, MX 795637 N. C. Hughes.

To Chief Petty Officer Cook (O)
MX 773185 J. K. Holland.

To Chief Communication Yeoman
JX 712313 J. W. Townsend, JX 371709 E. J. Baffery, JX 660707 R. Jahme, JX 581165 P. R. Perrine.

To Chief Shipwright Artificer
MX 804924 A. Riden.

To Chief Air Fitter (AE)
L/FX 773948 W. D. Harbert, L/FX 816881 C. H. Clark.

To Chief Air Fitter (O)
L/FX 837219 J. W. E. Barthorpe, L/FX 669984 R. W. England.

To Chief Airman (AH)
L/FX 769475 W. J. L. Izzard, L/FX 661130 E. Collins, L/FX 760447 F. G. Lewis, L/FX 788458 W. S. A. Martin.

To Chief Airman (SE)
L/FX 646232 G. D. Edge, L/FX 670724 H. A. G. Snow, L/FX 646300 J. Humes.

To Chief Airman (PHOT)
L/FX 834957 D. G. Wheatley, L/FX 812681 W. C. Donkin.

To Acting Chief Electrical Artificer (AIR)
L/FX 87549 J. S. Glinn.

To Chief Electrician (AIR)
F. S. Shaw, L/FX 789359 J. F. Spelacey.

To Acting Chief Radio Electrical Mechanic (AIR)
L/FX 848183 P. C. F. Dunford.

To Chief Wren
70610 P. D. Hooper, Quarters Assistant; 74205 P. K. Jones, Regulating.



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Inflation is the loss in purchasing power of a currency in its own country over the years; all countries have suffered from it since the war, but if all 'inflate' at the same rate, no great harm is done except to some savers, whose money after a period will not buy what they first thought it would, such as a house, if a country inflates too fast, it has to devalue its currency, such as happened to the Pound in 1949, and very nearly again a few months ago.

Official figures for the internal purchasing power of the Pound, based on a value of 20s. in 1946 are:— 1948—17s. 4d., 1952—14s. 2d., 1956—12s. 8d., 1960—11s. 10d., 1961—11s., and looking at 1970 at the same rate it will be 6s. and looking back to 1914, the figure was 52s. 6d. compared with the 11s. of today.

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A man ten years ago who wanted to put away £300 with an eye to the future could:—

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2. Put it in the P.O. Savings Bank, and allow the interest to accumulate. He could now draw out some £384, worth £280.

3. Invest it in Marks and Spencer ordinary shares which are now valued around £3,000, apart from paying annual Dividends.

The point being made is that most methods of saving, whether through Assurance or Savings Banks, are basically loans, on which a fixed rate of interest is paid, plus in some Insurance a small bonus, it cannot 'create' more money, but may be used by the borrower for that purpose. The investor in Marks and Spencer on the other hand has not only beaten inflation, but has a nice Capital gain. This is the difference between money being put to work for others and being worked for one's own benefit.

Unfortunately the small saver will find it impracticable to invest his money safely in Ordinary shares through the Stock Exchange; to be safe, he must invest in a number of different Companies, since not all do as well as Marks and Spencer, and may in fact

show a loss. The minimum that can be invested in one Company is about £50, and from time to time investments have to be changed if the future looks black for one particular branch of Industry; it will cost a lot of money to do this, even if someone could be found who would consider it worth while to do this. However, it can be done through an Authorised Unit Trust.

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To reap the benefits, the Unit Trust is essentially a long-term savings scheme; for those who only want to save for three or four years, the best advice remains the Building Society, Savings Bank or Bank Deposit. But never the 'Piggy Bank': make your money work.

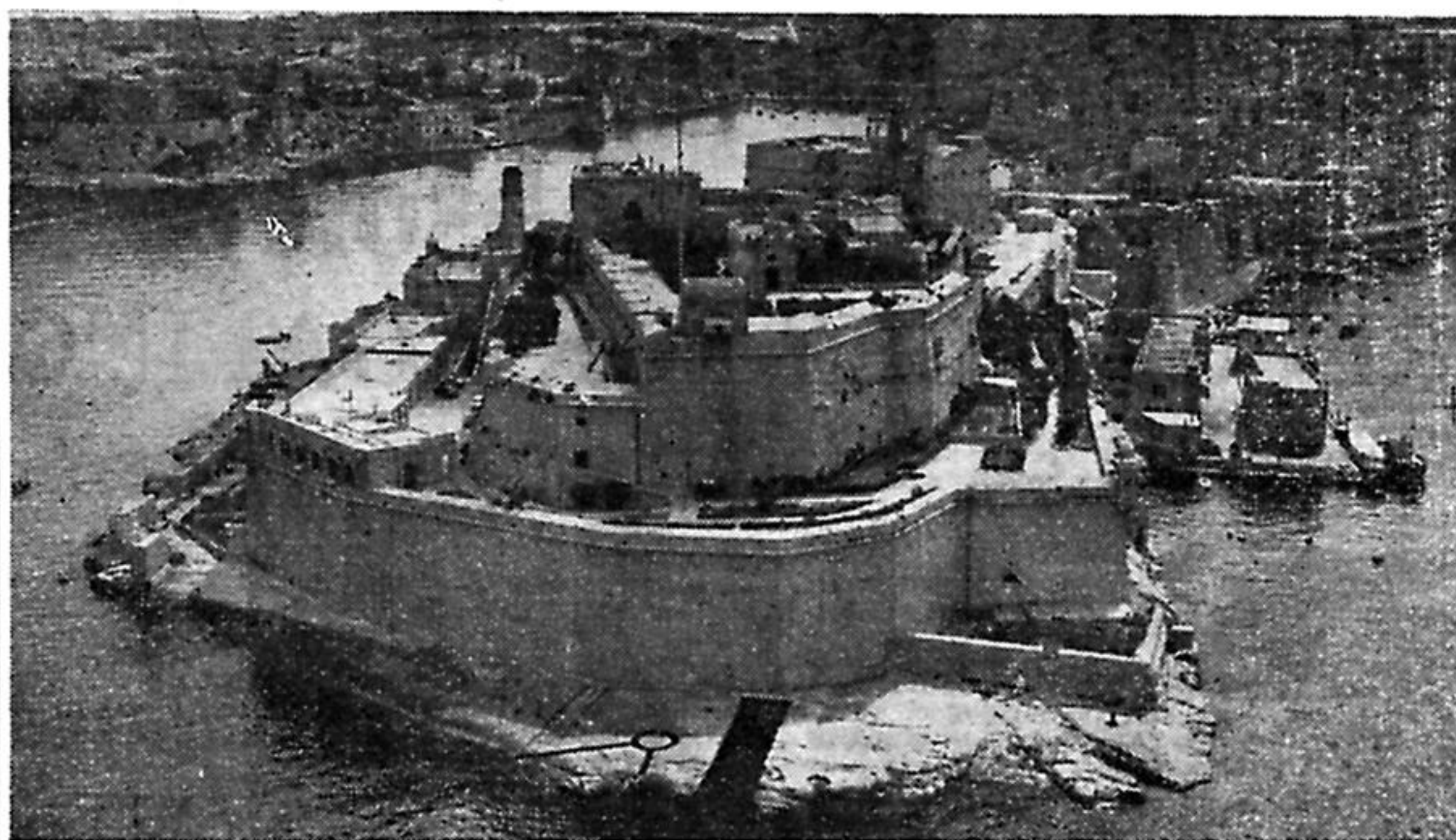
In the Assurance scheme which is advertised, the premiums go to buy Units in the Trust; what is remarkable is that an Income Tax rebate can be claimed on the money invested in Units.

Royal and Naval occasion

THE British premiere of "The Valiant," starring John Mills, based on the attack made by Italian frogmen on the battleship Valiant in Alexandria harbour in December, 1941, will take place at the Odeon, Leicester Square, on January 4.

In addition to being a Naval occasion it will be also a royal one as H.R.H. Princess Marina, Duchess of Kent, is to attend.

Tickets priced from 10s. 6d. to 20 guineas can now be obtained by



H.M.S. St. Angelo, home of the Malta Port Division and Flagship of the Flag Officer, Malta.

NELSON'S MEN KNEW FORT ST. ANGELO

Home of Malta Port Division

H.M.S. St. Angelo is undoubtedly the oldest "ship" in the Royal Navy. Jutting out into Grand Harbour this magnificently preserved ancient monument was as familiar to the sailors of the Mediterranean Fleet commanded by Lord Nelson, as it is to any modern sailor who has served "Up the Straits."

The rocky promontory was certainly fortified during the 8th to 10th centuries, and before that contained the site of a Phoenician temple known to have been in existence in 1500 B.C. It underwent extensive alterations towards the end of the 11th century after Roger the Norman expelled the Arabs.

DEFIED THE TURKS

Under the Kingdom of Sicily, the Spanish family De Nava ruled Malta. They built in mid 12th century what is now the Captain's House, and in

1240 added the Chapel of St. Anne, now used as the Fort's Roman Catholic Chapel. On arrival of the Knights of St. John in 1530, the Grandmaster L'Isle Adam occupied the House, modernising and enlarged both the house and fortifications. In 1565 Fort St. Angelo achieved immortality in Maltese history by its gallant and successful defence against the Turks during the Great Siege.

At this time it was commanded by Grandmaster La Vallette who subsequently built and gave his name to the fortified city of Valletta. Thereafter Fort St. Angelo was under the charge of the Governor of the Fort, selected from the various languages of the Knights, up till the time of Malta's capture by the French in 1798.

The Fort has remained basically unchanged from La Vallette's time until today, although of course, modern accommodation and ameni-

ties have been added during the last 50 years, so far as possible without detriment to its appearance.

In 1904 Fort St. Angelo was taken over by the Admiralty and named H.M.S. Egmont. Her commissioning pennant was flown in the hulk H.M.S. Hibernia in Dockyard Creek, and Hibernia's figure-head is still mounted in H.M.S. St. Angelo outside the old Slave Quarters.

The ship name was changed to St. Angelo in 1933. Today H.M.S. St. Angelo is the home of the Malta Port Division, where Maltese Seamen, M.E.s., Cooks and Stewards are recruited and trained. It is also the Flagship of the Flag Officer, Malta. Like any other naval barracks, its tasks are numerous and varied, and Fort St. Angelo continues to be held in high esteem by the Maltese population.

BOMB DAMAGE DURING WAR

During the 1939-45 War, the Fort was struck by 71 bombs of 500 lbs. and over which, apart from chipping fairly large lumps off it, did surprisingly little damage. Since all the walls and fortifications are between six and twenty feet thick perhaps this is not surprising, but it is a tremendous tribute to the skill and craftsmanship of the men who have designed and built the Fort during the centuries that it has stood.



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H.M.S. King Edward VII made all other battleships obsolete

RECORD SET FOR COALING

I get married and start a "Jewing Firm"

BY NEPTUNE

Having joined the Royal Navy in 1904, Neptune has written, previously, of his early training, his first commission in H.M.S. "King Alfred" on the China Station, and how he came to qualify as a "Seaman Gunner," at Whale Island.

TO have been drafted to a relatively modern battleship, for a two years commission, was the best I could have ever hoped for. The problem of when one was likely to be drafted, appeared always to depend, on the luck of the draw. The advancement of ratings depended on the class of ship and the Fleet in which it formed part and these circumstances influenced, to a great extent the career of young ratings.

Small ships, shore establishments, and even Reserve Fleet ships, held out little prospects for promotion. On the other hand, there were quite a few cushy jobs to be had, with quite liberal shore leave.

I knew that I still had much to learn and the way to gain additional knowledge was by sea service.

So here I was, a more or less staid Able Seaman, and a member of the crew of H.M.S. King Edward VII, under the command of Captain Osmond de Brock, and wearing the flag of Vice-Admiral Sir Berkeley Milne, second-in-command of the Home Fleet.

The Commander-in-Chief's flag was worn by H.M.S. Dreadnought, the only all-big-gun-ship then in commission.

The introduction of this class of ship into the Royal Navy, had rendered all other battleships throughout the world, practically obsolete, including her predecessors in the Royal Navy. Germany noted that this drastic change in construction, produced a great advantage. It would no longer be necessary to try and catch up with the members of pre-Dreadnoughts of the Royal Navy, so it was decided to start from scratch and endeavour to build ship for ship during the next few years.

TOUGH COMMANDER

On commissioning, King Edward VII proceeded to Scapa Flow, that bleak and storm-swept anchorage, for working up exercises. It was terribly cold, but our commander was really tough, known as "Jock" Baird and respected by everyone. He knew just how much he could get out of a loyal ship's company.

Gunnery, gunnery, gunnery, was the order of every day. Anchor was weighed in the early hours, and by first light, target trots were being laid, and boats crew away to rig targets. I, with three others, had been detailed for the duties of special helmsman. In addition, I was Chief Quartermasters Yeoman, which enabled me to gain a great deal of useful navigational knowledge.

The working-up exercises completed, King Edward VII proceeded to Invergordon to join the Fleet, and as we steamed between the lines of battleships and cruisers, moored between Cromarty and Invergordon, the ship's band played "The Entry of the Gladiators."

Coal ship was our first evolution. The Collier Francis Duncan was secured alongside overnight, derricks rigged and preparations made for an early start next morning. At 0300 hands were piped to clear in a

"coaling rig" (nobody excused). At 0330 "clear lower deck"—0335 the trumpeter on the after turret, played "Pompey Chimes," followed quickly by the Commanders Order, "Coal Ship," and every man jack moved at the double.

At 0800 "hands to breakfast" (what a hope). It was a gymnastic feat, to clamber out of the hold, climb inboard, and reach one's mess shrouded in coal dust. It was difficult to get a piece of bread, or manage a swig of tea, as it passed from hand to hand, either in a mess kettle or fanny lid. But it was good fun—just 20 minutes break and on again.

In charge of our hold (Foretopman) was our Gunnery Officer, Senior Lieut. Fountaine (rank of Lieut.-Cdr. then non-existent). He set a wonderful example. We produced top figures for intake, and the Gunnery Officer gave us a cheese supper.

Coaling was finished by 1050, the collier cast off, the decks were washed down, and "hands to wash and clean" was piped at noon.

The commander's ditty, which had been posted up on all mess decks in colour, was

"Fill. Fill. Fill. Full bags every time. Don't let those duff-eaters beat you: Keep the show going, full bags every time."

Fill. Fill. Fill."

This, plus the playing of Pompey Chimes, did the trick, and a record of 303 tons per hour was made.

The King Edward VII class of ship, could boast of (well nearly) spacious bathrooms between decks, for seaman ratings. Although it meant six or more sharing a bath, there was a plentiful supply of hot water, but everybody was happy. What an advance on the King Alfred, where one had to find a tub or bucket, pump the water (cold) by hand, find a place on the upper deck, where an attempt could be made to remove caked sweat and coal dust.

FIRE CONTROL

The Murray Firth was convenient for Fleet Exercises, and was used with Scapa Flow, by the various squadrons.

The very big problem being studied at that time, was the system of "fire control" to be adopted. For this purpose, the fleet divided into two opposing forces, and whilst the admirals carried out tactical manoeuvres, the gunnery staff were carrying out intensive range finding exercises, and results carefully plotted and compared.

It was later in the commission, that I was selected as a recorder and plotter of ranges, which eventually

brought me into a permanent contact with the gunnery organisation.

Cdr. Baird was promoted to Captain at the end of June, 1909. So he left us early in the commission, happy to turn over a smart ship and an efficient ship's company. He was relieved by Cdr. C. W. Royds, of Antarctic fame. He got to be known as "Frosty" Royds, because he was, indeed, very frosty before breakfast, but he was good at heart.

In July, 1909, His Majesty King Edward VII, invited the Czar of Russia, to visit Cowes for the Regatta week, and in honour of his visit, the Fleet proceeded to the Solent, and moored off Cowes.

The moves of the Fleet to the south, was particularly convenient for me. Although only 22 years of age, I had been courting for a long time, but my massive income had proved to be a stumbling block, when marriage was discussed. However, when it was known that the Fleet was to be at Spithead in July, it was decided that a wedding would take place. My banns were called on board by the Chaplain (the first ever).

Shortly after the Fleet had moored in Cowes Roadstead, I was given seven days leave, and a passage to Portsmouth, in one of the old shovel nosed torpedo boats, and I was duly married on August 4, 1909.

After the Review at Spithead, ships had dispersed to Home Ports to give leave, and later reassembled in that harbour, famous for the keeping of anchor watches, Portland.

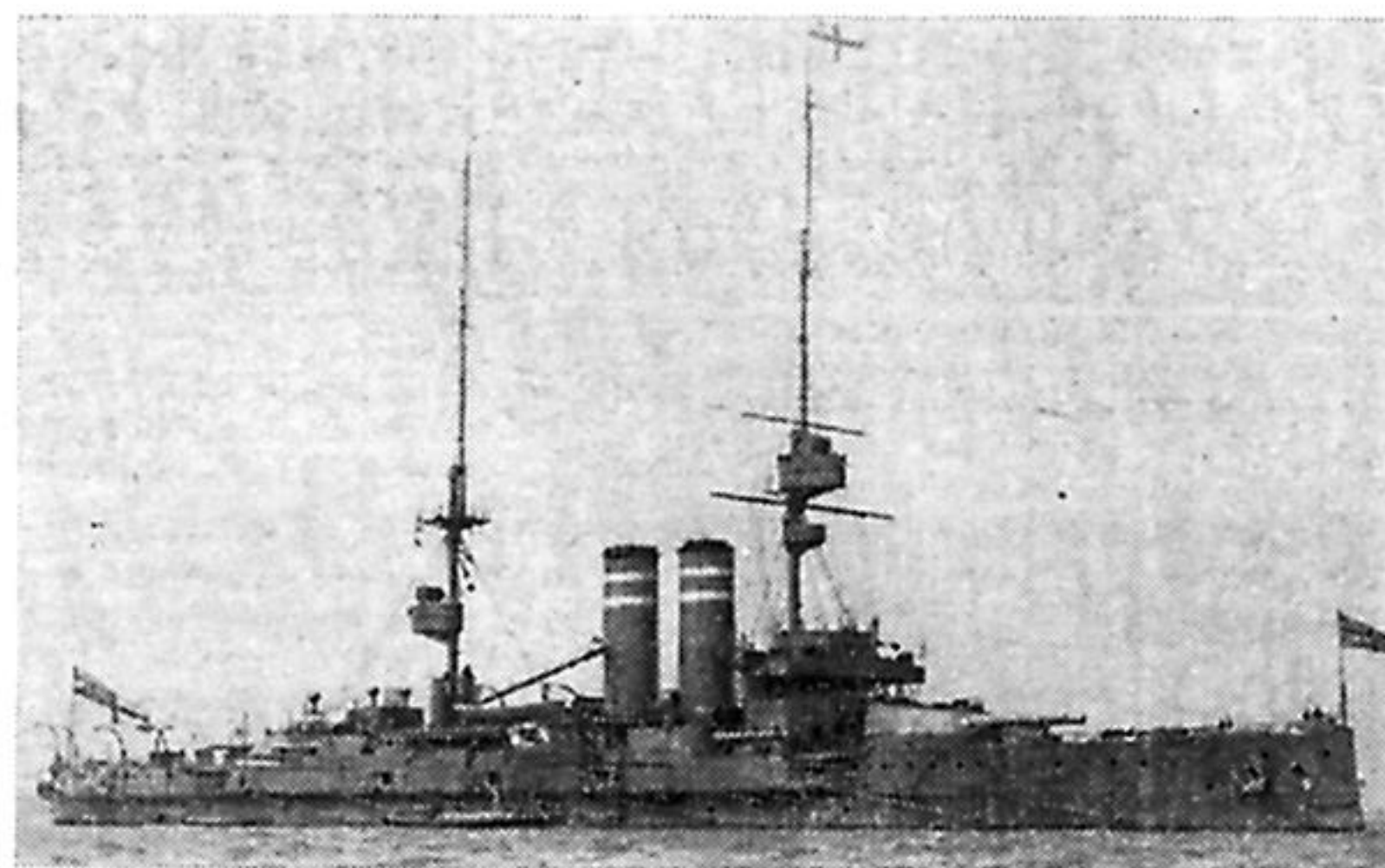
Here, before continuing with Fleet and Gunnery Exercises, we were given a really good shake-up at general drill and thereafter "if in harbour, these drills were carried out on Mondays."

EXCITING DAYS

They were quite exciting days, and probably remembered by many, who were then serving in the Fleet. Sunday evenings, and first light on Monday, Captain-of-Tops prepared (although not officially allowed) for evolutions, "Out nets," "Let go sheet anchor," "Out Collision Mat," "Send Kedge Anchor to Flagship," "Out all Boats," "Pull round the Fleet," "Land every available man."

These drills were thoroughly enjoyed, as they made quite a break from routine. On one occasion with the evolution "Out nets," as I sat astride the lower boom, cutting out-hauls free, the bottom of my trousers got caught in one of the blocks, and I was left hanging on to the boom with both arms, minus my trousers.

Working up for gunlayer's test,



H.M.S. King Edward VII, a battleship of 16,350 tons was built at Devonport, being completed in 1903. She was Flagship of the Second Battle Squadron, 1909-1911. She was mined and sunk off Cape Wrath, off the north coast of Scotland on January 6, 1916.

battle practice, and the Fleet Regatta began in earnest. High on the target was then the method used for awarding prizes, to gunlayers, and this test, combined with Loading Drill Competitions, provided a great deal of interest and excitement.

Then, when in harbour, morning and evening, racing boats crews were away practising, so there was never a dull moment. Boxing Competitions had also been organised, and many ships had first class Concert Parties. The men of the Fleet had plenty to keep them amused and interested in the Dog Watches.

By the Autumn of 1909, I was beginning to lose hopes of promotion, it seemed that one had to have an average of eight years service, to stand a chance of promotion to Leading Seaman. At that time, 2nd Class Petty Officers still existed, even though they were on the way out.

The line of promotion then was, A.B. to L/Sea, to 2nd Class P.O., to 1st Class P.O. But reforms were on the way. Whereas, when one had passed for Leading Seaman, it was just a matter of waiting for promotion up to 1st Class P.O., the new system abolished 2nd Class P.O.s, and a Professional Test for Petty Officers N.S. (New System) introduced, which only Leading Seaman or P.O.II could take.

"JEWING" FIRM STARTED

Such were the prospects, when I had to consider ways and means of increasing my meagre income. Promotion was out. So what? By coincidence, my Lords had decided, that serge and other raw materials, would be obtainable from the "Pusser." I had no experience in making Sailor suits, but my Leading Hand of the mess, was an expert.

After discussion I agreed to purchase a sewing machine, and obtain permission to start a "Jewing" firm. My request was approved, I had a connection with potential customers, because I had already created a reputation by way of retaping sailors blue jean collars. My partner taught me how to measure up a rating for jumper and trousers, and orders, accompanied by six yards of serge, were soon rolling in.

We not only made suits, but also V-necked shirts, and flannel richards (better known as dickies). As a side line, I made woollen rugs. My early experience in civil life as a Salesman, stood me in good stead. So I became the Sales Manager, whilst my partner

was Production Manager. I helped making button-holes, sewing on tapes and button in the finishing process, delivered the goods, and kept the accounts. Thus, during the remainder of the commission, my financial position, was greatly improved, by my spare-time efforts.

The King Edward VII class of ship, although carrying what appeared to be, a formidable armament, having four 12 in., four 9.2 in., and ten 6 in. guns, as the main armament, it was found difficult to control them accurately (due to varying muzzle velocities), even though controlled through a transmitting station. The spread of salvos, from such a mixture of guns, was very great, even though the battle practice range of targets, were then only approximately 10,000-14,000 yards.

NIGHT DEFENCE

The twelve 12 pounder guns, constituted the armament for night defence. The then potential enemy ships to guard against were destroyers and torpedo boats. Submarines never entered into the range of possibilities. Neither were the powers of human endurance seriously considered.

When preparing for night defence, literally miles of armoured voice piping had to be rigged, from the gunnery and searchlight control tops, to group control positions, and thence to the guns.

At dusk the ship was darkened, and night defence stations manned. Twelve pounder guns and group control positions had full crews, but turrets and 6 in. guns had skeleton crews, and there the crews, whatever position they manned, remained until dawn, when all positions were brought to a state of readiness to repel a dawn attack. If this did not materialise, the "secure" was sounded. This bugle call was heralded with joy.

Most of the personnel in the many exposed positions, had become cold, stiff and generally wet. It was a relief to become actively employed unrigging the miles of voice pipes, and get warmed-up. How it could ever be thought possible, for ships' companies, so organised, to work "Watch and watch" under war conditions, probably over a period of years, just passed all understanding, but such were the prevailing conditions in 1914.

(To be continued)

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NEPTUNE'S SCRAPBOOK



Admiral Sir Peter Reid, G.C.B., C.V.O., was placed on the Retired List to date November 8.

Vice-Admiral Sir Charles Madden, Bt., K.C.B., was promoted to Admiral to date November 8.

Rear-Admiral N. E. Denning, C.B., O.B.E., was promoted to Vice-Admiral to date November 8.

Rear-Admiral E. T. Larken, C.B., O.B.E., was placed on the Retired List to date November 24.

Captain C. P. G. Walker, D.S.C., R.N., is to be promoted to Rear-Admiral to date January 8, 1962, and to be Director General, Dockyards and Maintenance, in succession to Vice-Admiral R. T. Sanders, C.B., the appointment to take effect in May, 1962.

General Sir John C. Westall, K.C.B., C.B.E., is to be the Representative Colonel Commandant, Royal Marines, for 1962, in succession to Major-General H. T. Tollemache, C.B., C.B.E.

General Sir Campbell R. Hardy, K.C.B., C.B.E., D.S.O., and Two Bars, is to be a Colonel Commandant, Royal Marines.

Captain M. G. Greig, D.S.C., R.N., is to be promoted to Rear-Admiral to date January 8, 1962, and to be Chief of Staff to the Chairman, British Defence Staffs, Washington, in succession to Major-General D. W. Price, C.B., C.B.E., the appointment to take effect in January.

Surgeon Captain (D) W. L. Mountain, O.B.E., L.D.S., R.N., has been appointed an Honorary Dental Surgeon to the Queen, as from November 20, in succession to Surgeon Rear-Admiral (D) W. Holgate, O.B.E.

Mr. D. W. Smithers has been appointed as Director of Dockyards, Admiralty, in succession to Mr. I. E. King, C.B., C.B.E. Mr. Smithers, who entered Admiralty service as a shipwright apprentice in Portsmouth Dockyard, in 1921, was Manager,

Constructive Department, H.M. Dockyard, Chatham, Mr. King is retiring after over 47 years in Admiralty service, which he entered as a shipwright apprentice at Pembroke Dockyard in 1914.

Sir William F. Beale, O.B.E., who has been Chairman of the Board of Management of N.A.A.F.I., in an honorary capacity since 1953, is resigning on January 1, 1962. Mr. R. A. Cohen, O.B.E., who is joining the Board on that date has been appointed Chairman in the same capacity. Mr. H. P. T. Prideaux, O.B.E., will continue as Managing Director.

LION SETS BIG TARGET

THE ship's company of H.M.S. Lion have set themselves a large target for the present commission. They are hoping to collect over £1,000 towards the cost of a swimming pool for the Dorton House School for the Blind, at Sevenoaks, Kent.

On November 11 the ship's mascot, "Lenny the Lion," accompanied by his "tamer," Mr. Terry Hall, visited H.M.S. Lion for the first time and his own flag, which he has presented to the ship, was flown during the visit.

The occasion of the visit was a children's party on board at which 20 children from the school were present.

H.M.S. London is launched

HER Royal Highness the Duchess of Gloucester is to launch and name London, the Royal Navy's fourth guided missile destroyer, at the Wallsend-on-Tyne Shipyard of Messrs. Swan Hunter and Wigham Richardson on December 7.

London, a County class destroyer, was laid down in February last year and is expected to join the fleet in

THE LAUGHING CAVALIERS HAD A HAPPY COMMISSION

H.M.S. CAVALIER, the first of her name in the Royal Navy, commissioned in Singapore on December 11, for her fourth commission since being modernised.

The last commission, under the command of Commander G. I. Pritchard, Royal Navy, was spent in the Far East and during it the ship was steamed some 43,000 miles, visiting Australia, Japan and Manila as well as her 'home' base, Singapore and Hong Kong.

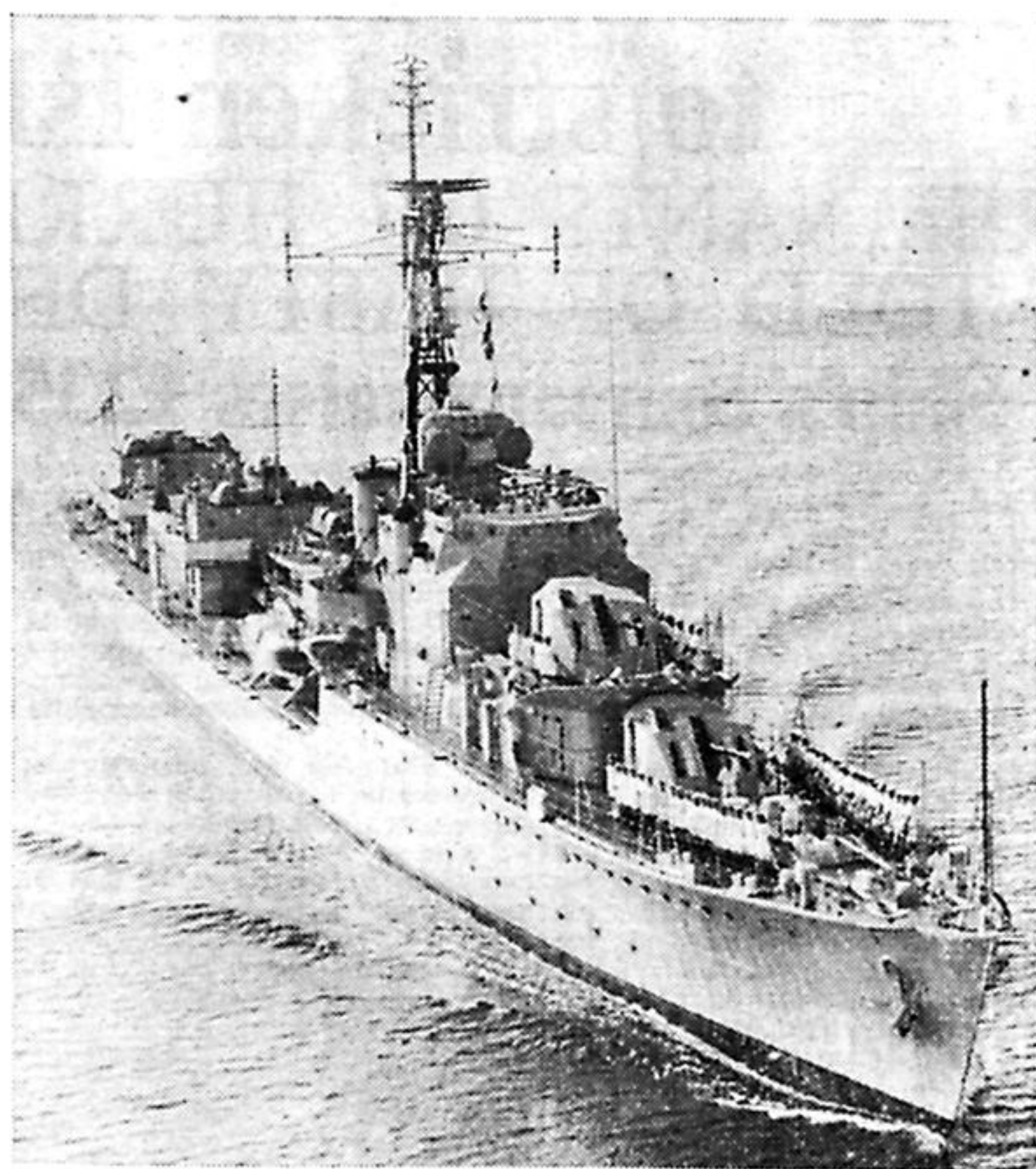
It was just over twelve months ago that Cavalier visited Australia, calling at Adelaide, Fremantle, Albany and Bunbury and experiencing some of the worst weather that the Great Australian Bight can offer.

FIRST VISIT BY WARSHIP

Japan was visited in June 1961 with calls first at Beppu, a holiday resort which offers hot springs, and then on to Onomichi. H.M.S. Cavalier was the first warship ever to visit this small port in the Inland Sea and the visit was extremely successful. Sightseers from miles around crammed the jetty from dawn to midnight and kept the duty party very busy signing autographs.

The last port of call was Kobe where bus tours were arranged to the ancient capital of Japan, Kyoto. A most worthwhile visit while at Kobe was to see the famous Takarazuka girls' opera.

Although based on Singapore, Cavalier has had three turns of Duty Ship in that place of 'many splendid things' Hong Kong. Sixteen weeks



H.M.S. Cavalier, built 1943-44 by J. Samuel White & Co., recently completed her third commission since she was modernised 1954-57.

were spent there culminating in a somewhat hectic 36-hour visit for an end of commission 'rabbit run'.

Manila was visited for the centenary of Jose Rizal. Another call was at Penang.

During Exercise Crosstie there was a break which was spent in Subic Bay with H.M.S. Victorious, the U.S.S. Ticonderoga (the big "T") and other U.S. escorts. The Americans and the Philippines entertained Cavalier's ship's company very well indeed and they were made "Honorary Tico Tigers."

The commission has been a happy one and, wherever the ship has gone the crew has been known as "The Laughing Cavaliers." The ship's motto "Of One Company" is very apt.

PLYMOUTH AND RHYL AT ADEN

H.M. Ships Plymouth and Rhyll arrived at Aden on November 16, having left the United Kingdom on October 28.

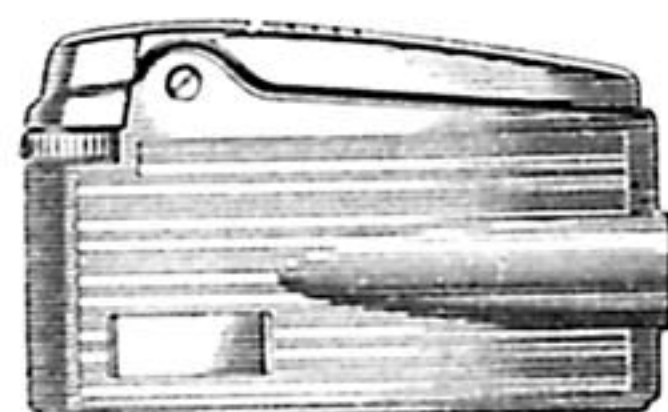
Between Gibraltar the ships were struck by a north-westerly force 11 storm during which the Clan Keith disaster occurred with the loss of 61 lives. Both ships took part in the search for survivors from the Clan Keith.

The forenoon of Sunday, November 12, was spent at anchor in the Bitter Lakes (Suez Canal) and a Remembrance Day service was held.

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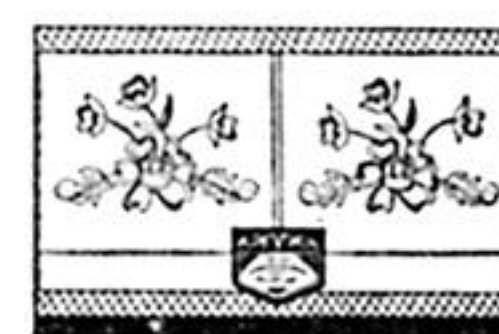
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Operation 'Tristan'—Leopard's 1,600 mile dash to stricken Island

REMNANTS OF HURRIED MEALS TOLD OF HASTY DEPARTURE

Ship's company raises £235 for refugees

Although every newspaper has reported on the happenings at Tristan da Cunha and photographs have appeared on the desolation caused by volcanic eruption, we make no excuse for publishing this eye-witness story from one of H.M.S. Leopard's ship's company. Any and everyone of Her Majesty's ships may be called upon, at extremely short notice, to succour those in distress, and over the centuries the Royal Navy has never been found wanting.

AN area of ocean enclosed roughly between the Equator and the South Pole for latitude and between longitudes running through Mauritius in the Indian Ocean and Easter Island in the Pacific is vast by any man's standards. This is the South Atlantic and South American Station, the hunting ground of the Royal Navy's four Leopard Class Frigates which comprise the Seventh Frigate Squadron. Because the ships are all on General Service Commissions, i.e., 12 months in home waters and 12 months abroad, there are never more than two of them on the station at any one time.

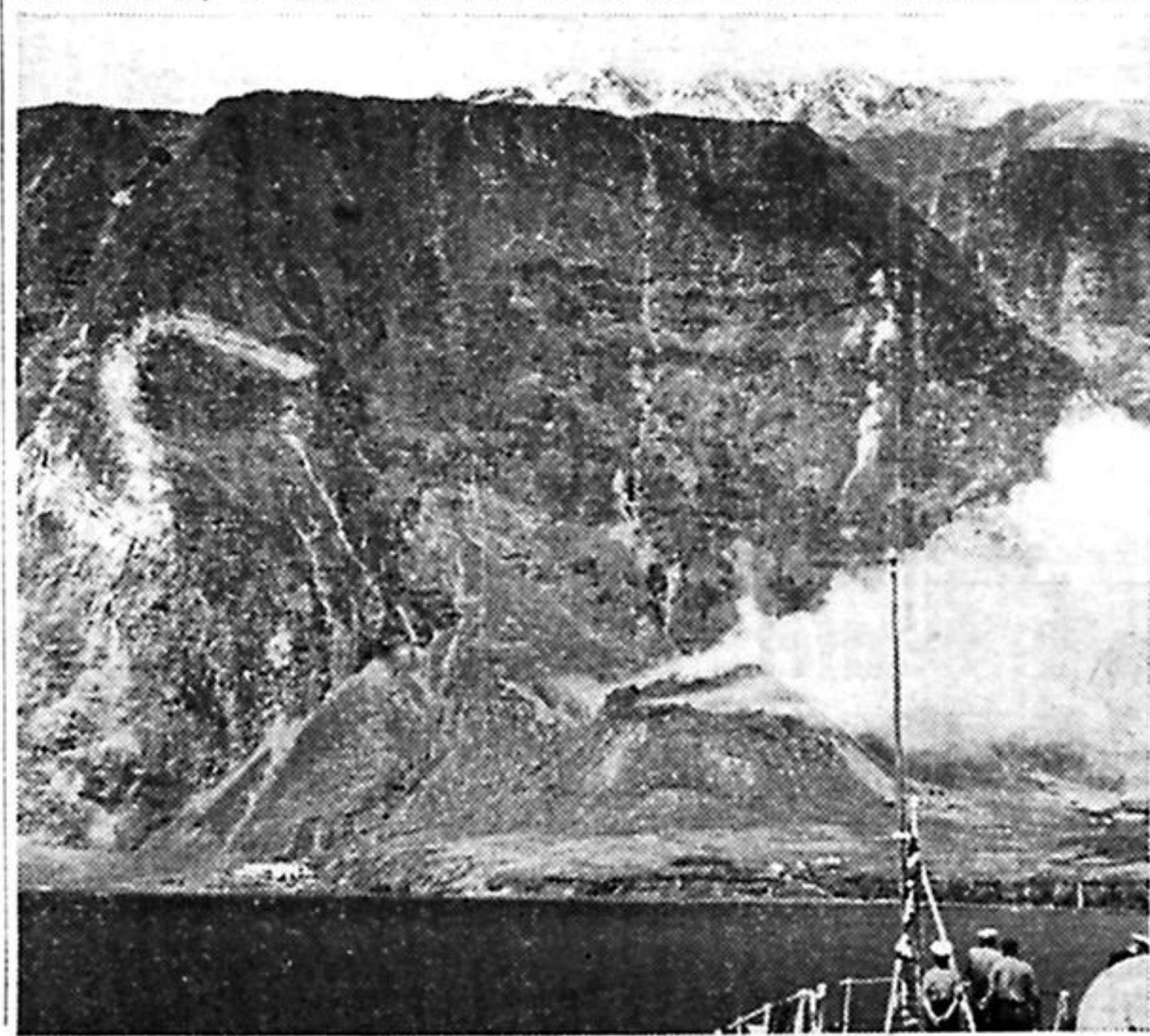
If you consider that contained within the Station Limits, there is a hurricane area in the Indian Ocean, an earthquake area around South America and some fairly lively political areas all over, you will agree that the chances of having to deal with an emergency of one kind or another during the year on the Station are reasonably high. One can only hope that when the call for aid comes, one does not have to cancel leave and collect the components of the main engines from the dockyard maintenance workshops.

The Tristan da Cunha emergency came at a time that was most acceptable to the majority of H.M.S. Leopard's ship's company. The call went out half-way through a six-week period of combined exercises which although necessary, did not have the same appeal as an operation with the tang of adventure to it.

H.M.S. Leopard (Cdr. P. S. Hicks-Beach, R.N.) had entered Simonstown harbour on the evening of October 9, to disembark her flight of Pilotless Target Aircraft prior to sailing for an operational visit to Hermanus, about 100 miles west of the Naval base. As we were passing the breakwater on the way out at about 1800, a signal was received stating that there was an emergency in Tristan da Cunha and ordering the ship to remain alongside. For a few hours, we were kept in suspense awaiting amplifying instruc-

tions. The ship was buzzing with conjecture as to what had happened and what our role was to be. At 2000 we were ordered to fuel to capacity and stand by to receive 16 tons of

emergency stores. Two hours later, at 2200, the signal we had been waiting arrived instructing us to embark the stores with all dispatch and to proceed to the Island of Tristan da Cunha



The volcanic cone, like a smouldering slag heap moves inexorably towards the thatched cottages, the huge cliff forming a black backcloth.

could well have been about to disappear in the best Krakatoa-type fashion. Meanwhile signals filled the ether clarifying the situation and telling us of events in the island as they happened. The disturbances had begun in August as earth tremors of varying intensity. These had continued intermittently, resulting in rock falls along the cliffs until October 8, when cracks appeared in the ground at the eastern end of the settlement. All day on the 9th, the cracks continued until the volcano erupted on the 10th and began to increase in size rapidly; by that evening it was 100 ft. high.

By the afternoon of October 12, the situation was as follows: the island had been evacuated of all 257 inhabitants and they were aboard the Dutch liner Tjisadane on their way to Cape Town. The Administrator of the island, Mr. Peter Wheeler, was aboard the Tristania, a 600-ton fishing vessel attached to the cannery on the Island.

While awaiting our arrival, Mr. Wheeler had succeeded in landing and salvaging important documents from his office and had made a brief survey of items that merited salvage. Our task would be to salvage valuable and personal belongings, to embark the heavy gear from the Canning Factory and to destroy the Island's dog population. Thus plans were laid for the second phase of Operation Tristan as we approached the mysterious isle through a rapidly calming sea.

SHIPS THAT PASS

That evening as dusk was falling, we encountered the liner Tjisadane on her way to Cape Town with the islanders. Almost the whole of Leopard's ship's company lined our port side to cheer the bewildered passengers while messages were flashed to and fro. It was a touching scene as we parted in the gathering gloom,

us not knowing quite what to expect at Tristan and the islanders not knowing quite what to expect at Cape Town.

At 1000 on Friday 13, a dark cloud on the horizon began to take shape which soon could be identified as the 7,000 ft. cone of Tristan da Cunha, at a distance of 40 miles. As we approached, the world's loneliest island subtly rose out of the sea ahead. It was not until we were 15 miles off that we could see smoke rising from the northern edge of the island. The main volcano was obviously in no immediate danger of eruption, for snow glistened in the sunlight on the peak.

ALL WAS QUIET

H.M.S. Leopard rounded the northern tip of the island and shaped course for the anchorage at midday on Friday, October 13, not a very propitious sounding date for sailors. There, nestling at the foot of a 2,000 ft. cliff at the back of the settlement was what looked like a black country slag heap that was emptying a column of white smoke into the air. It was only when one looked down to the cannery factory at the waters edge that one realised how large the cone was. To the right was a cluster of crofts which formed the settlement, and below them on the green slope which extended from the base of the cliffs were white bungalows. We could see cattle grazing quietly in the fields and the sea birds wheeling in flight about us. All was quiet and peaceful, the air of drama being given by the pall of smoke that hung in the breeze over the settlement.

During the previous evening, a plan had been evolved giving the composition of the landing parties and their various aims. There were for example, eight parties, of three men

(continued on page 14, column 1)

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The 2,000 ft. cliff, at the foot of which was the tiny settlement, soon to be engulfed. The bows of Leopard are in the foreground.

which, by then, was known to be in the throes of a volcanic eruption.

RACE AGAINST TIME

The first truck-load arrived from the storing yard, 15 miles away, at midnight, and the race against time started. The 16 tons of stores ranging from blankets to six inch nails and tarpaulins to split peas, were loaded, tallied and struck below in three and three-quarter hours, the limiting factor being the speed with which the trucks could be loaded at the yard.

At 0400, the ship slipped from her berth, one officer from the base who had waited to collect the important outgoing official mail, coolly stepping off the propeller guard onto a tug as we gathered way; the ink of the signatures on the letters still wet.

For three and a half days, we headed, into a stiff sea, steering west by south at 20 knots, for a pin point on the chart 1,600 miles away, that



The tiny settlement on Tristan with the pall of smoke from the eruption revealing an air of drama.

NAAFI plans ahead

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H.M. Forces' Official Trading Organisation

SPECIAL SQUADRON TO 'SHOW THE FLAG' IN SOUTH AMERICA

To spend Christmas in the Argentine

A ROYAL Naval squadron of five ships is being formed to make a cruise to South American ports from mid-December to early February. It will be led by the Commander-in-Chief South Atlantic and South America Station (Vice-Admiral Sir Nicholas A. Copeman, K.B.E., C.B., D.S.C.), who will fly his flag in the cruiser H.M.S. Lion.

In addition to H.M.S. Lion, one of the Royal Navy's three new cruisers, will be the destroyer H.M.S. Dunkirk, the frigates H.M.S. Londonderry and H.M.S. Leopard, and the Royal Fleet Auxiliary Wave Prince, which will provide logistic support for the whole squadron during the cruise.

Purpose of the cruise is to foster friendly relations between the United Kingdom and South American nations and cement the long-standing ties which exist between the Royal Navy and South American Navies.

For most of the squadron the cruise will begin at Rio de Janeiro in Brazil on December 14, but H.M.S. Londonderry will be unable to take part, as originally planned, in the first part of the programme because

H.M.S. Lion of 1511, and her Battle Honours (of which she has 15) began with the Armada.

H.M.S. Dunkirk (Cdr. C. R. A. O'Brien, R.N.) is a Battle class destroyer and one of the fastest types in the Royal Navy. She was launched at the end of the Second World War and named after the Dunkirk evacuation.

H.M.S. Londonderry (Cdr. I. S. Primrose, R.N.) is one of the frigates of the West Indies Station, of which Commodore Martin is Senior Naval Officer and N.A.T.O. Island Commander, Bermuda.

SECOND VISIT

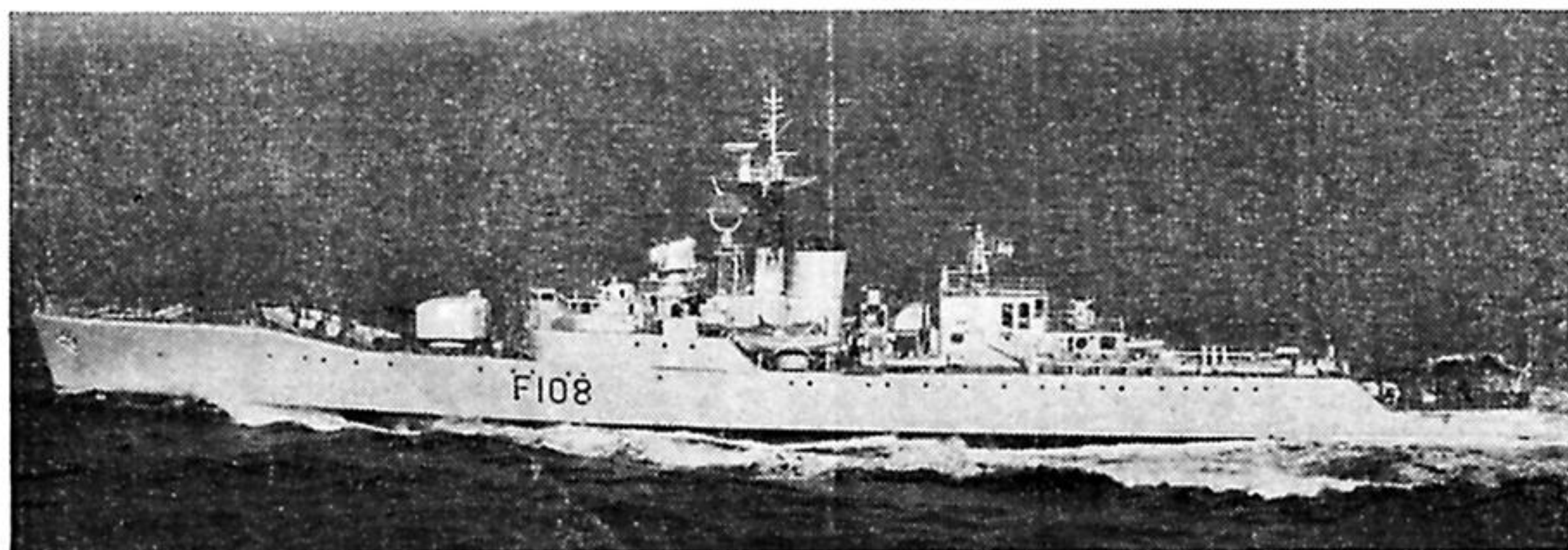
H.M.S. Leopard (Cdr. P. Hicks-Beach, R.N.) is a frigate of the South

Ushuaia, Chile (the southernmost town in the world) and a village 1,144 miles up the River Amazon in Brazil.

The Royal Fleet Auxiliary Wave Prince (Capt. G. Gibson) is one of many modern fleet replenishment tankers operated by the Royal Navy for logistic support of ships. They are equipped to refuel all H.M. Ships at sea in any weather conditions and enable the Fleet to operate at sea independent of shore support.



H.M.S. Lion—the flagship of the special squadron.



H.M.S. Londonderry, a Rothesay class anti-submarine frigate.

of her duties on relief work in British Honduras. She will join the Squadron as soon as her task at Belize is completed.

TO VISIT EIGHT COUNTRIES

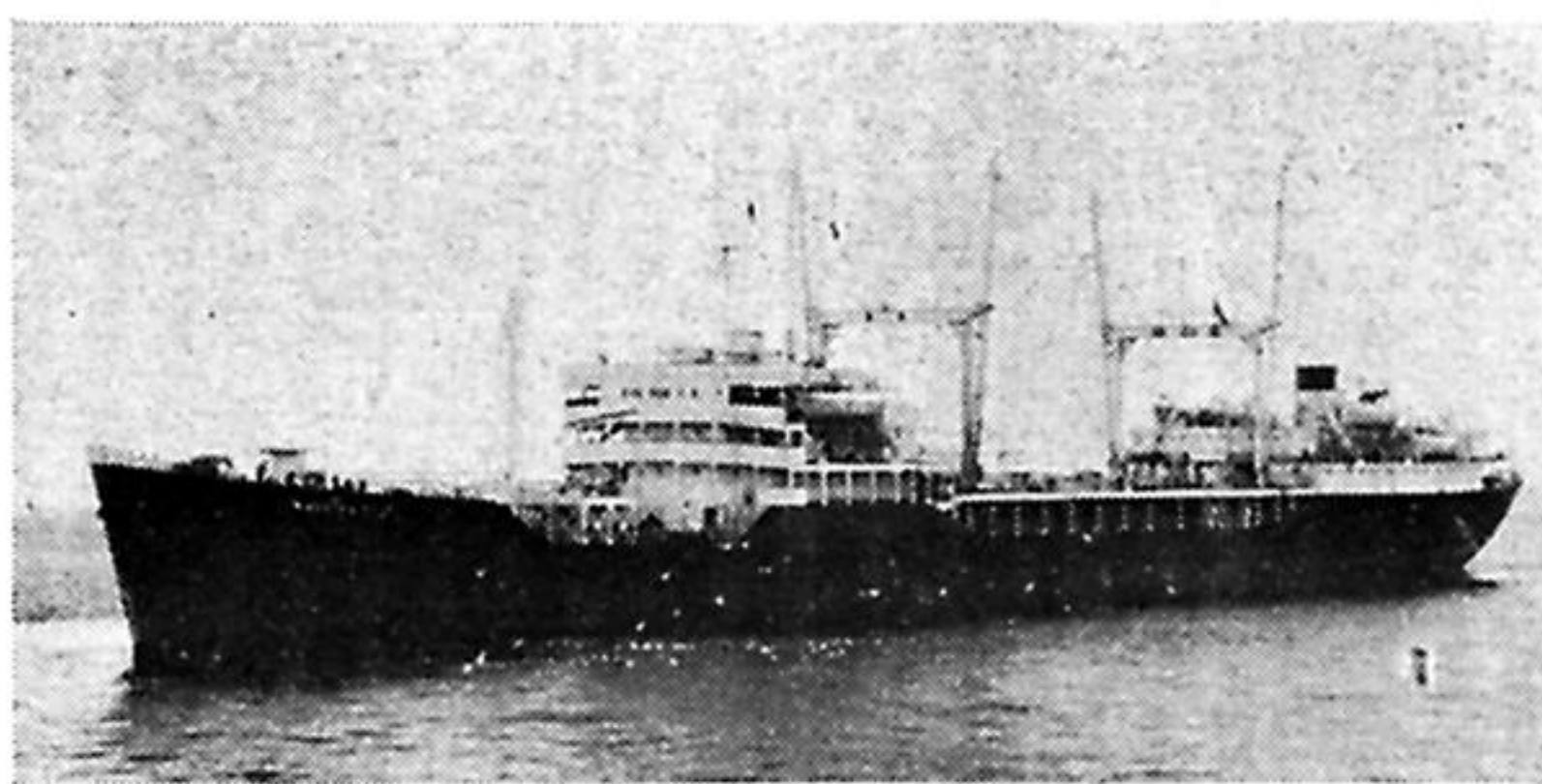
Before the end of the cruise at Cartagena on February 4, ships of the squadron will have visited ports in Brazil, Argentina, Uruguay, Chile, Peru, Colombia, Puerto Rico and Ecuador. It is planned that the squadron will arrive at Buenos Aires on December 21, spending Christmas in the Argentine.

This will be the first opportunity for South American countries to see H.M.S. Lion. She is commanded by Capt. J. E. Scotland, D.S.C., R.N., and has just completed her first commission in the Mediterranean Fleet. Like her two sister ships she is the most modern cruiser of any Navy in the world, and has a complement of more than 700 officers and men. Capt. Scotland controls his ship from a totally enclosed bridge and to ensure good communications throughout the cruiser there is a 200-line automatic telephone exchange fitted. The name of the ship dates back to the first

Atlantic and South America Station and has recently completed salvage and evacuation work on the island of Tristan Da Cunha which was devastated by volcanic eruption. She has visited South America before, and in May, 1960 returned to the U.K. after completing a first commission on the South Atlantic and South America Station which took her 50,000 miles, during which she visited

H.M.S. LOCH FYNE HOME AGAIN

THE frigate H.M.S. Loch Fyne (Cdr. P. J. M. Shevlin, R.N.) arrived at Devonport on November 10 after 12 months on the Middle East Station.



The R.F.A. Wave Prince, an oiler of 16,480 tons (full load).



H.M.S. Leopard, which was rushed to Tristan da Cunha when the island was devastated.

Hong Kong is changing rapidly

"THOSE who have not been to Hong Kong in recent years," says a member of 803 Naval Air Squadron, "would find that while the pervading atmosphere of liveliness, vice and enjoyment is still very strong, the face of the island is changing rapidly."

No longer is the Hong Kong and Shanghai Bank the outstanding landmark, for on both sides of the harbour, bigger and more opulent sky-scrapers are being built at the rate of one a month. Kowloon now stretches rather like a Manhattan skyline back to the hills of the New Territories and is often a better shopping centre than Hong Kong.

Prices generally have risen as have the numbers of American tourists, but there are still many bargains, especially in clothes, heavy electrical gear, jade, and silverware.

The bars and night clubs are still the same, although to get a dance you now buy sticky "pinks" at 4.80 dollars instead of "greens" at 2.20 dollars.

The China Fleet Club, run entirely by a committee for the lower deck, remains a wonderful example of what can be done. Its bars, games rooms and shopping centre are amongst the best and the cheapest in Hong Kong.

The dockyard area has been radically reduced, and through what was the middle of it runs a sweeping dual-carriageway which provides a fast link from Victoria to Wanchai. The dry dock has been filled in to provide extra space for building as land is so much at a premium.

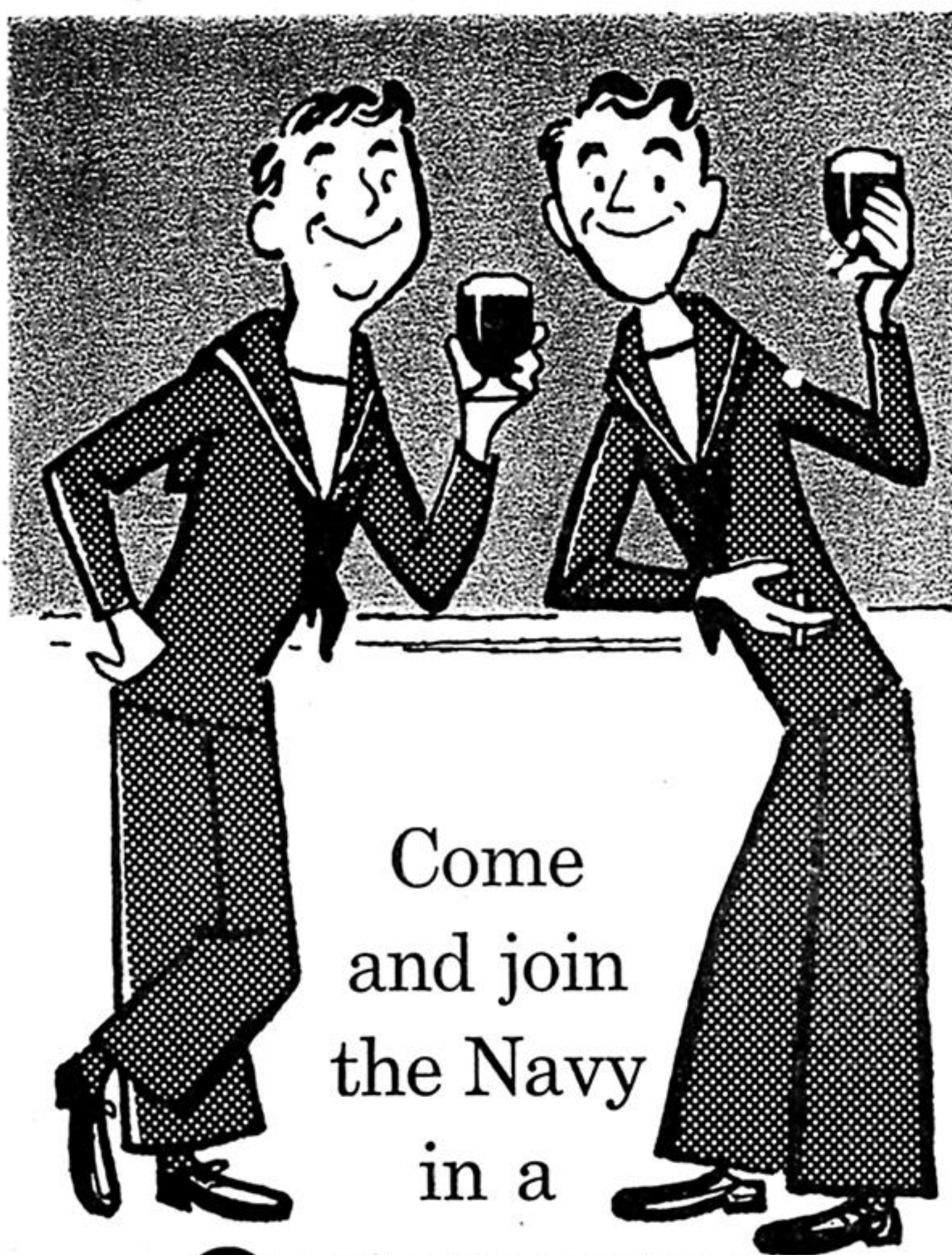
Another example of this is the new military hospital at Kowloon, to build which it was necessary to slice the conical top off an entire hill. (Ack. The Fulminator.)

HOME AFTER YEAR EAST OF SUEZ

H.M.S. YARMOUTH (Capt. H. R. Hewlett, R.N.), H.M.S. Blackpool (Cdr. M. L. Stacey, R.N.), and H.M.S. Llandaff (Cdr. I. R. Bowden, R.N.), ships of the Sixth Frigate Squadron, of which Capt. Hewlett is Senior Officer, returned to their home ports on December 1.

The three ships have spent nearly a year East of Suez and two-thirds of the commission have been spent at sea.

During the commission the ships have taken part in a number of major exercises with Commonwealth and United States forces, and countries visited have included Japan, Ceylon, Kenya, Ethiopia, Zanzibar, Sudan, and Bahrain.



Come
and join
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GUINNESS
for strength

Oldest operational submarine to pay off

TACTICIAN DUE HOME IN JANUARY

BRITAIN'S oldest operational submarine, H.M.S. Tactician (Lt.-Cdr. C. E. Gibson, R.N.), sailed from the Naval Base on October 31 on the first leg of her journey home to the U.K., after 21 years service on the Far East Station.

Built at Vickers yard at Barrow in 1942, the Tactician saw war service in patrols in the Mediterranean, and then in Far East waters, including several patrols in the Malacca Straits area. After the war, she was one of Britain's first submarines to be fitted with the snorkel, and Tactician still retain her four-inch gun and ten 21-inch torpedo tubes.

In 1959 Tactician re-joined the Far East Station, and after refit at Singapore dockyard joined the newly founded Seventh Submarine Division as a founder member. Since commissioning at the end of that year, the submarine has travelled over 50,000 miles to exercise with ships of the Royal Navy, and nine other Commonwealth and Allied navies. In particular, several weeks annually have been spent with ships of the new Commonwealth navies at their bases in India, Pakistan and Ceylon, providing the essential submarine target to keep these navies' modern anti-submarine ships in practice.

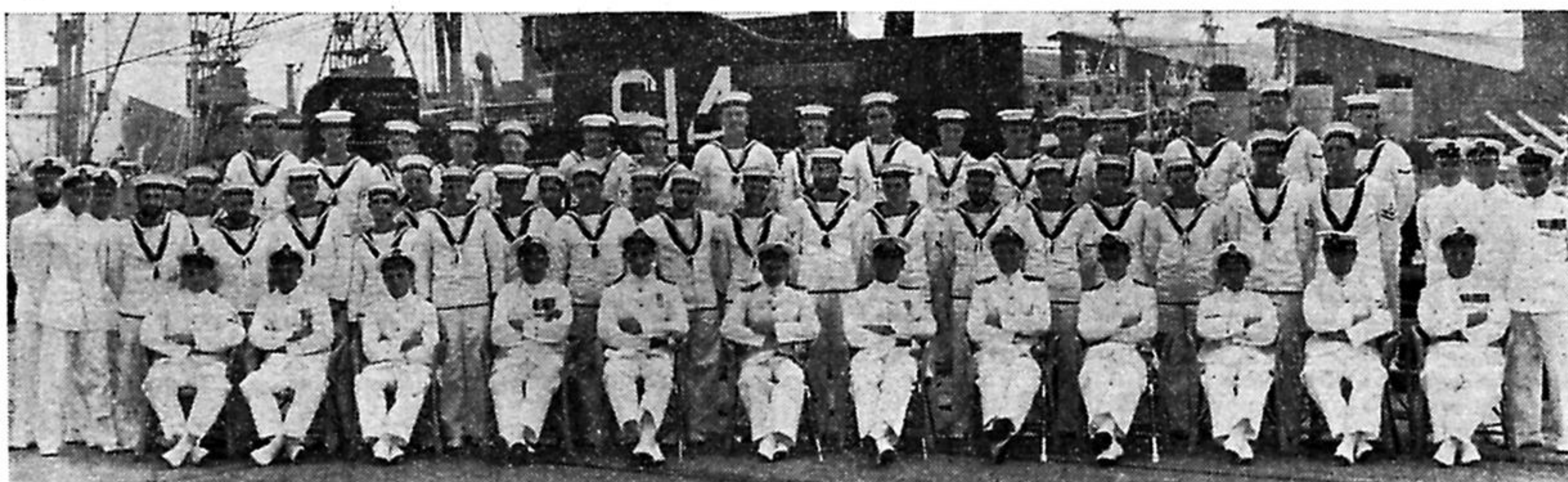
VISITS

In this two-year period the submarine has visited the following capitals:

Karachi, Rangoon, Tokyo, Bangkok, Jesselton, Hong Kong and of course Singapore. Visits have also been paid to Cochin, Trincomalee, Penang, Yokosuka, Lumut and Langkawi Island.

During the Commission the ship has enjoyed active outdoor sport and in particular did very well to take third place in the Combined Jet Fleets Regatta in Trincomalee, in February, 1960. A rugby team has been regularly fielded, especially at Karachi, and the hockey, soccer, swimming and water-polo teams have held their own with other units of the Fleet. The ship's swimming team won the 7th Division Swimming Gala held in Terror.

As is the custom in the Far East



Tactician's crew.

H.M.S. Tactician maintained a liaison with an Army Unit. Their "buttles" have been the R.E.M.E. Command Workshops at Kowloon in Hong Kong. This liaison has provided much entertainment to the ship's company and apart from a round of sporting competitions, other social functions, including coach trips, have been enjoyed. A three feet long wooden spoon was given by the R.E.M.E. Command Workshops as a memento of the liaison. The spoon was carved from a solid block of wood.

TYPHOON ENDS PARTY

The Commission has also been interesting for the occasional opportunities of meeting United States Submariners. The most noteworthy of these has been the U.S.S. Sea Devil, the crew of whom were particularly interested in British Submarines because of their namesake in the Royal Navy. At Yokosuka the crew of Sea Devil entertained Tactician to an evening's "smoker" and Tactician was able to reciprocate the enter-

tainment about three weeks later when both submarines were present in Hong Kong. The China Fleet Club was the venue for the latter. This party ended in typical fashion with the approach of a typhoon, warnings of which enforced the early sailing of both ships.

Despite the long distances steamed and the far-flung ports visited, Tactician has spent frequent periods at her base with the 7th Submarine Division, H.M.S. Medway, in Singapore. For most of the commission over 60 per cent of the crew had their wives in Singapore and at least 20 newly born children have "Singapore" or "Johore Bahru" on their Birth Certificates.

The wives belong to a flourishing club run by the 7th Submarine Division which meets weekly and fosters activities of various kinds in which the wives can participate. This has been a boon to the sailors' wives who perhaps find time hangs a little long on their hands with plenty of domestic help and husbands away. The

Coxswain, Chief Petty Officer Castle, has been M.C. at three lively and well-attended balls held by the Submarine Division at the Adelphi Hotel in Singapore.

GOOD WORKS

Among the good works undertaken by the submarine during the commission have been children's parties held for local children at various ports, including one for the children of a spastic home in Singapore and another for an orphanage in Tokyo.

Important visitors have included the British Ambassador in Rangoon; the General Commanding the Thai Armed Services Staff College; the Prime Minister of Penang, the Hon. Dato Wong Pau Nee; and the Governor of North Borneo, Sir

William Goode, who paid a surprise visit while watching the water sports on the anniversary of Liberation Day at Jesselton.

Perhaps the high-light of the commission was Tactician's presence at Karachi during Her Majesty The Queen's Review of the Pakistan Navy and Commonwealth ships. The Commanding Officer was presented and subsequently attended the luncheon given in her honour. While ships' companies of the Pakistan Navy celebrated the day with a special meal, Tactician was of course able to obey the order "Splice the Mainbrace" in the more traditional manner.

The ship should arrive at Portsmouth on January 9 where she is expected to pay off and go into reserve.

GANGES' JUNIORS VISIT SPAIN

H.M.S. Decoy, the guided missile trials ship which is based on Devonport, returned to her home port recently after a good-will visit to Santander in Northern Spain.

For the Commanding Officer, Capt. E. F. Hamilton-Meikle, M.B.E., R.N., the visit brought back happy memories of 1948, when he took part in the Brixham to Santander race in the R.N.S.A. ocean racing yacht Harpy, arriving at Santander well placed amongst the leaders.

For 20 of the youngest members of the ship's company, Santander was their first visit to a foreign port. These boys, 15-year-old junior seamen, have taken a break from their training at H.M.S. Ganges in order to spend a fortnight's sea training in H.M.S. Decoy. They particularly enjoyed a sightseeing trip to the caves at Altamira, where there are some fine examples of prehistoric drawings about 15,000 years old.



H.M. Submarine Tactician



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire, and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

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Fleet activities at Rosyth

RUSSIAN TROPHY RECALLS 1914 VISIT

DURING the period November 3-13 an assembly of Home Fleet Ships took place at Rosyth. Known as C.O.F.—Week (translation: about a week in harbour devoted entirely to administrative matters which are the general responsibility of the Captain of the Fleet to the Commander-in-Chief, Home Fleet), it was an outstanding success.

The very full programme included meetings held by the Commander in Chief (Admiral Sir Wilfrid J. W. Woods, K.C.B., D.S.O.), meetings of commanding officers, technical officers and senior technical ratings, Destroyer Command examinations, advancement

two competitions with no challenge trophy, were down for decision. In the event, honours were fairly evenly distributed. In the number of trophies won, the honours went appropriately enough, to the cruiser flagship, Bermuda, who waltzed off with no fewer than seven trophies.

The most greatly admired among these was the St. Petersburg Trophy, won for basketball, a large cut glass bowl with silver base and top and a heavily chased silver band. The history of this is interesting as it was presented to the 1st Battle-cruiser Squadron in 1914 by the municipality of St. Petersburg. This fact makes it one of the last trophies to come out of Tsarist Russia.

Mention must also be made of the 7th Destroyer Squadron which, although winning about their fair share of trophies, produced the strongest overall challenge in the sporting programme.

Visits to coal mines and a distillery

are more usually associated with foreign and home visits, but they were included in order to give the men of the Fleet wider experience of life in general.

ROLLER SKATES NEEDED

Advancement boards for the extremely large number of about 100 men in the Seaman and Engineer departments were examined for higher rate, all adding to the general bustle



Winners of the Walter Emden trophy, Rugby Football Championship of the Home Fleet—the Killers group—(H.M. Ships Lynx, Ulster and Undaunted).



A.B. Kennedy, winner of the Novices Featherweight Championship of the Home Fleet being congratulated by the Commander-in-Chief, who presented the prizes.

boards, a very large sporting programme and dances and visits to coal mines and a distillery.

H.M.S. Trafalgar (Capt. R. R. B. Mackenzie, M.V.O., M.B.E.), had the honour of wearing the flag of the Commander in Chief Home Fleet, and the flag of Flag Officer Flotillas Home Fleet (Vice Admiral J. G. Hamilton, C.B., C.B.E.) was worn by the Home Fleet Cruiser Flagship, H.M.S. Bermuda (Capt. M. G. R. Lumby, D.S.O., D.S.C.).

HUGE SPORTING PROGRAMME

A particular feature of the Assembly was undoubtedly the huge sporting programme in which no less than 23 Home Fleet Challenge trophies and



Lady Woods, wife of the Commander-in-Chief Home Fleet, presents the Hockey Challenge Cup to Commander A. J. Miller, R.N., captain of the victorious team from the 7th Destroyer Squadron (The Savage Seventh)

and pressure of the period. One wag was heard to remark: "Yesterday I scrubbed decks, passed for the hook, went round a distillery, played water-polo, and then went up to the Fleet Club for the dance. They should have issued roller skates for this little lot."

It was discovered that the catwalk of the New Forth Road Bridge is,



Admiral Sir Martin Dunbar-Nasmith, V.C., K.C.B., K.C.M.G., D.L., presenting the Dunbar-Nasmith Cup for Fleet Swimming. Sir Martin gave this cup in 1920 to the 2nd Submarine Flotilla as a Gunnery Challenge Cup

financially, a not recommended route for returning to their ships. The local magistrates "were not amused."

During the week, the Commander in Chief informally walked round four ships, Bermuda, Trafalgar, Berwick and Lynx. He was thus able to meet and chat to men of the ships' companies when they were about their daily tasks.

All in all, then, it was a busy, cheerful time. Old friendships were renewed, new ones made, and as one Staff Officer was heard to remark on the last morning (with a wicked gleam in his eye) "Now, how to amuse them today."

U.S. Battle Streamer for Royal Marine Commando

ROYAL Marines of 41 Commando were presented with the U.S. Presidential Citation battle streamer to add to their Regimental Colours at a special parade at Bickleigh, near Plymouth, on November 29, the 11th anniversary of the Battle of the Chosin Reservoir in Korea, where they were awarded the citation after gallantry in action as part of the 1st U.S. Marine Division.

41 Commando is one of only two British units to be awarded the U.S. Presidential Citation since the Second World War and was the only unit operating in Korea which was not attached to the Commonwealth Forces.

The 34-inch-long blue burgee battle streamer is of watered silk with the name of the battle in white lettering. It

is normally worn on the pike of the Regimental Colour on one day a year, which, in the case of 41 Commando, will be the anniversary of the Chosin Reservoir Battle.

The presentation was made by Major-General Cartwright-Taylor, M.C. (Major-General Royal Marines, Plymouth Group).

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The Royal Naval Association Remembers

THE Field of Remembrance was opened in the churchyard of St. Margaret's, Westminster, on November 9, and for the first time a plot was established for The Royal Naval Association.

Seventy crosses were planted on behalf of Areas and Branches from all over the country and there was also one from Ndola, East Africa. This was a splendid beginning and in future years it is hoped that the Field of Remembrance will be further supported by an even larger number of branches and that members will be able to be present at a short service.

The Very Reverend Thomas Crick, C.B., C.B.E., M.V.O., M.A., Chaplain to The Royal Naval Association, conducted a short service this year and among those who took part were Shipmate Wheeler, National Council,

No. 1 Area, Shipmate Bates, Chairman, No. 2 Area, Shipmate Brixey, President, Westminster Branch, Shipmate Verth, Chairman, London (S.W.) Branch, Shipmates Cooper and Bell,

The Very Reverend Thomas Crick, C.B., C.B.E., M.V.O., M.A., chaplain to the Royal Naval Association conducting the service. (Photo: Lawson & Co., Chandos Street, London, W.1.)

Fulham Branch, and Shipmate Legg, National Council, No. 3 Area.

The organisation was carried out by Shipmate Legg for the National Council and he would like to thank all branches which planted crosses at such short notice.

New branch gets off to a fine start

THE Inaugural meeting of the Derby branch of the Royal Naval Association took place on October 27 and the members are convinced that the new branch got off to an excellent start on

what they feel will be a long and successful career.

About 120 attended the meeting and the enthusiasm expressed was some reward for many weeks of hard work by the founder members and Shipmate Stephenson, the National Council member for No. 9 Area.

The principal guest was Rear-Admiral R. St. V. Sherbrooke, V.C., C.B., D.S.O., who spoke of the aims and objects for which the Association is established. Shipmate Stephenson outlined the constitution of the organisation and dealt with questions.

Branch officers were elected: Chairman, Commander G. N. Rolfe, O.B.E., D.S.C., R.N., vice-chairman, Capt. R. Williamson-Jones, R.N., secretary, Shipmate A. Mann, treasurer, Shipmate K. Knowles and the committee (continued in column 4)

DARLINGTON REMEMBERS THE OLD AND THE YOUNG

THE season of good will is approaching, and the Darlington branch of the Royal Naval Association is, as last year, presenting each member of the branch aged 65 or over who has been a member for two years, with a Christmas Hamper, containing a variety of Christmas fare. This action was greatly appreciated last year and it has been decided to continue it.

Arrangements are in hand for the annual Christmas party for the children of members. A Jumble Sale has been held in aid of the party, and the organisation are indebted to all who gave or collected jumble, the ladies' section for their efforts in helping to run it, and Shipmates "Ernie" Crawford, J. Carr and W. Crawford for their efforts. The proceeds exceeded £11.

The Remembrance Day Service had to be curtailed because of torrential rain and hailstones, and the march past had to be cancelled.

Reference was recently made in a report to NAVY NEWS that Petty Officer G. W. Stephens, serving in the Far East, who, after reading the Darlington branch notes in the paper, requested to join. The Shipmates are delighted to report that Shipmate

members are Shipmates W. Wesson, Crome, S. Dolman, D. M. Arnott and Scottford.

Representatives from active local branches of the Royal Marines Association and the W.R.N.S. Association expressed their desire for affiliation and promised support for the new branch. Between 60 and 65 members were enrolled at the meeting and it is felt by the organisers that the Derby branch can become perhaps the biggest branch in No. 9 area.

A social following the meeting and this was thoroughly enjoyed by everyone.

The first official gathering at which the branch was present was at the Derby War Memorial on the occasion of the Remembrance Day ceremony when a wreath was laid on behalf of the branch.

Stephens visited the club when on leave. He also brought along his younger brother Chris, who is also a serving man; also an ex-naval friend, J. Frankland, and all three have joined the branch.

Having gained three new members in this way, Darlington realises the value of writing notes to Navy News and if any more "Townies" serving either in the Royal Navy or Marines would like to get in touch, the Darlington Shipmates will be only too pleased to keep in touch with them.

The ladies' section are already preparing to fast in anticipation of their Annual Christmas Dinner which will be held on November 22 in a local restaurant. Knowing the ladies it is certain that the occasion will not be lacking in anything that makes for an enjoyable evening.

NEW STANDARD DEDICATED

Five hundred at Newcastle ceremony

THE branch has been working for four years for this day" said the Chairman of the Newcastle and Gateshead branch of the Royal Naval Association, Shipmate R. Finch, when, on Sunday, October 22—a most appropriate day in that it followed the anniversary of the Battle of Trafalgar—the branch's Standard was dedicated.

The Dedication ceremony, which took place in the Cathedral Church of St. Nicholas, Newcastle-upon-Tyne, was conducted by the Provost, the Very Reverend N. M. Kennaby. The lesson was read by Rear-Admiral R. M. J. Hutton, C.B., C.B.E., D.S.O., President of No. 11 Area and the sermon was preached by the Reverend C. Turnbull, a Royal Navy Chaplain (retired).

Despite the fact that the North-Eastern part of the island is not everybody's idea of a nice cup of tea at the end of October, and despite the distances involved, 15 branch Standards were present, including Arbroath in the north and Twickenham in the south. In all the numbers attending were 500 and they made a brave sight led by a Royal Marine

Band with contingents from H.M.S. Calliope, the Royal Marine Association, the Submarine Old Comrades Association and the Royal Air Forces Association.

Rear-Admiral Hutton with the Deputy Lord Mayor of Newcastle, Councillor T. W. Collins and Commander H. Row, R.D., R.N.R., President of the Newcastle and Gateshead branch of the Association, took the salute at the march past.

The ladies of the branch had not been idle and when the parade arrived back from the ceremony the marchers found that their inner needs had been anticipated. A wonderfully loaded table greeted the men folk and the thanks of all who attended were extended to the ladies for their work. It is not an easy job to feed 500 hungry men and women.

The Newcastle members were pleased to welcome Shipmate Frank Wade, National Council Chairman and Captain G. F. Renwick, R.N., together with many old friends.

Already the Standard has been on parade, being present at the Armistice Day ceremony at Eldon Square. It will often be seen in the future too for the Newcastle members are always ready to give their support to Association causes.



Shipmate F. Bugg, the Standard Bearer, and his escorts, Shipmate G. Robinson (left), and Shipmate A. Coe, Shipmate C.P.O. Blenkinsop is on the extreme right.

(continued from column 3)

A flourishing R.N.A. branch

MEMBERS of the Royal Naval Association (Bangor Branch) welcomed as their chief guest, Capt. E. Sinclair, D.S.C., Senior Naval Officer, Northern Ireland, to their second reunion dinner in Mountbatten House, on October 27. Other guests included four members from Naval Headquarters, Londonderry, and the Area vice-chairman Mr. H. McKeown.

The Chairman, Lieut.-Cdr. T. Eames extended a hearty welcome to Capt. Sinclair and his fellow officers. He pointed out Capt. Sinclair was leaving H.M.S. Sea Eagle shortly and was to be promoted to Rear-Admiral.

Capt. Sinclair returning thanks said: "This R.N.A. branch is flourishing but I did not realise until tonight that it is the most flourishing of all, it really is alive and go-ahead and that is first class." He congratulated the Naval Association on the good example they had set in the recent Trafalgar Day Parade.

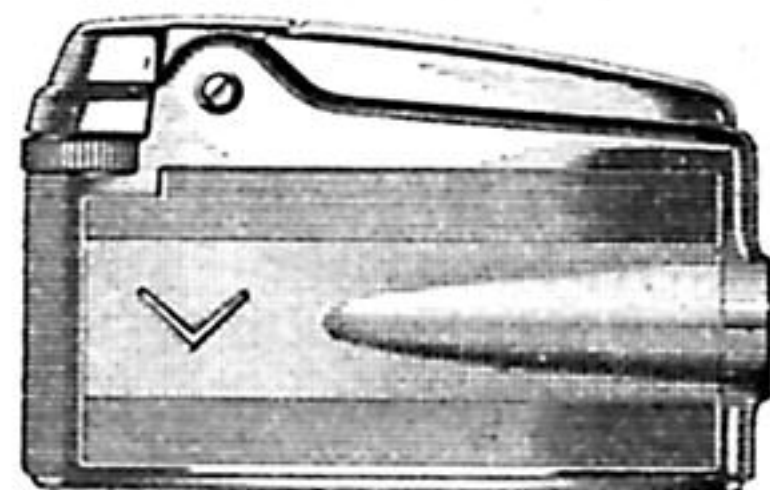
Blackpool carried Area Standard

THE Blackpool branch of the Royal Naval Association was pleased to welcome old and new friends at its new headquarters during the illuminations and the members hope that all visitors enjoyed the lights.

The honour of carrying the Area Standard at the Annual Reunion was entrusted to the Blackpool branch and those who attended from the north-west were pleased to see such a fine turn-out.

Shipmates have settled down to the serious business of recruiting to put the Blackpool and Fylde branch back on the map and they are hoping for a definite improvement during the coming months.

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Mayor met navy at close quarters for first time

A COMPANY of over 100 attended the Herts Branch Seventh Annual Ladies' Night Dinner held on Trafalgar Day at the Shire Hall, Hertford.

The Mayor of Hertford, Councillor J. J. Forrester in responding to the toast of the guests said he formerly served with the Royal Air Force, and that this occasion was the first time he was meeting the Navy at "close quarters." But he added that although there were distinct differences between the three Services there was little difference between Service men.

Responding to the toast of the ladies, Mrs. D. B. Cameron, wife of the Branch Chairman, Lieut.-Cdr. Cameron, said she was speaking as a former member of the Voluntary Aid Detachment, attached to the Royal Navy and the sailors she nursed were always the most cheerful.

STANDARD POLE WAS BROKEN

THE Standard of the Cheam and Worcester Park branch of the Royal Naval Association could not take its place as it has done for so many years at the Annual Reunion because of an unfortunate accident behind stage. The Standards were knocked over and Cheam's upper pole was snapped.

Fortunately the Standard was covered by insurance, but it was a new Standard and naturally the branch members wished to show it off.

The branch is still enjoying a bill of good health except for the "baby," Shipmate "Jack" Young, 84-years-old, who has been away for a couple of weeks rest after being on the sick list.

Cowboy supper at Skegness

AFTER being "battered down" for six months while shipmates "boggled" rock and organised donkey rides and generally made hay while the summer sun shone, the Skegness branch of the Royal Naval Association opened its doors again on November 23 with a cowboy supper.

Skegness residents who had doubted their eyesight can now cancel their projected visits to the opticians—the gun-totin' men were off to a R.N.A. show.

In common with many other small branches, Skegness has had its ups and downs, and indeed, at one time, it looked as if the branch would have to pay off, but the shipmates put their backs into things and now the ship's company is getting larger.

BRANCH PRESENTS H.M.S. LOWESTOFT WITH PLAQUE

ONE hundred and twenty members and friends of the Lowestoft branch of the Royal Naval Association attended the 15th annual dinner and social on October 21.

In response to the toast of the guests, Major Suddaby, Chairman of the Lowestoft Fishing Vessel Owners Association, referring to the number of fishermen members of the Royal Naval Reserve and the Royal Naval Association, said "One cannot help being proud of the fishermen. You could not wish for a finer body of men and I think that the rescue of eight Dutch trawlermen in a gale with gusts of up to 70 miles an hour by the Lowestoft trawler Granby Queen is a reminder of this."

Doctor J. D. D. Boswell, branch president, who proposed the toast of The Association said "The branch

She said this spirit of happy comradeship lived on in ex-Service men's associations.

The toast of the ladies and guests was proposed by Shipmate Eric C. Knight, National Council Member and Branch Secretary who said that the event was held in honour of the ladies in appreciation for services rendered to the Branch during the year.

As a token of appreciation each lady received a gift of a lace handkerchief.

OLD TIMERS

The following interesting incident relating to the meeting of the "Old Ships" is recorded by Shipmate Eric Knight which occurred when he was waiting for Shipmates to muster at a recent Branch Meeting. The first member to arrive was Shipmate E. Harding (aged 90 years), followed by Shipmate T. Kiy (aged 84 years) with Shipmate H. Fensom (aged 78 years) in third place.

A combined age total of 252 years! Shipmate Harding had a distance of seven miles to travel to reach Branch Headquarters, whilst the two "younger" Shipmates sprinted a course of two miles each!!

BRANCH FUNDS GAINED £40

THE Newton Abbot branch of the Royal Naval Association held its Autumn Fayre on November 18.

Mrs. N. Ehrhardt, Chairman of the Urban District Council, who was introduced by Capt. E. C. Fenton, R.N. (president of the branch), opened the Fayre and the vote of thanks was given by Mrs. M. Mills, Chairman of the Ladies' Committee which organised the event.

The proceeds, which were for the branch funds, totalled approximately £40.

Mrs. Ehrhardt said that "promises given during the First World War to look after dependents were becoming increasingly difficult to keep, when considering the difference in prices ever since the 1939-45 war, but she felt that everything possible should be done to implement promises given to these people and ex-Service men generally."

There were eight stalls run by Mr. L. Palk, Mr. Pope, Mrs. Pope, Mrs. French, Mrs. Palk, Miss Palk, Mrs. Millman, Mrs. Langridge, Mrs. Plummer, Mr. and Mrs. Bourne, Mr. Murphy and Mrs. Dolbear, Mr. Lewis was Father Christmas.

From January the headquarters of the Newton Abbot branch are being

transferred to the Bradley Hotel, Market Street. Meeting nights will be held on the last Wednesday of the month, commencing at 7.30 p.m.

The branch have several events in December. There is a Stag Party on the 14th and the same evening the ladies are holding a Cracker Party. The Christmas Draw and Social is to take place at the new headquarters on the 20th and, at the same place, on the 30th there is to be a Christmas and New Year Party.

Purley branch has new H.Q.

THE 'Scribe' of the Purley branch of the Royal Naval Association reports that since last April his branch has had rather a stormy passage but it has now reached calmer waters.

The branch headquarters are now at the British Legion Hall, Lower Road Kenley, where the branch was first formed in 1934, and the first meeting there, a combined meeting and social evening, with shipmates bringing their wives or lady friends, was a great success.

Shipmate E. C. Mond, 41, Queenswood Avenue, Thornton Heath, is the new secretary, his predecessor having left the district. Incidentally the previous secretary, Shipmate G. A. Cross got married recently and three of the branch went to Edenbridge for the wedding.

The branch Standard, in the capable hands of the Treasurer and Standard Bearer, Shipmate G. W. Carter, was present at the Cenotaph Parade and also the Aldershot dedication ceremony.

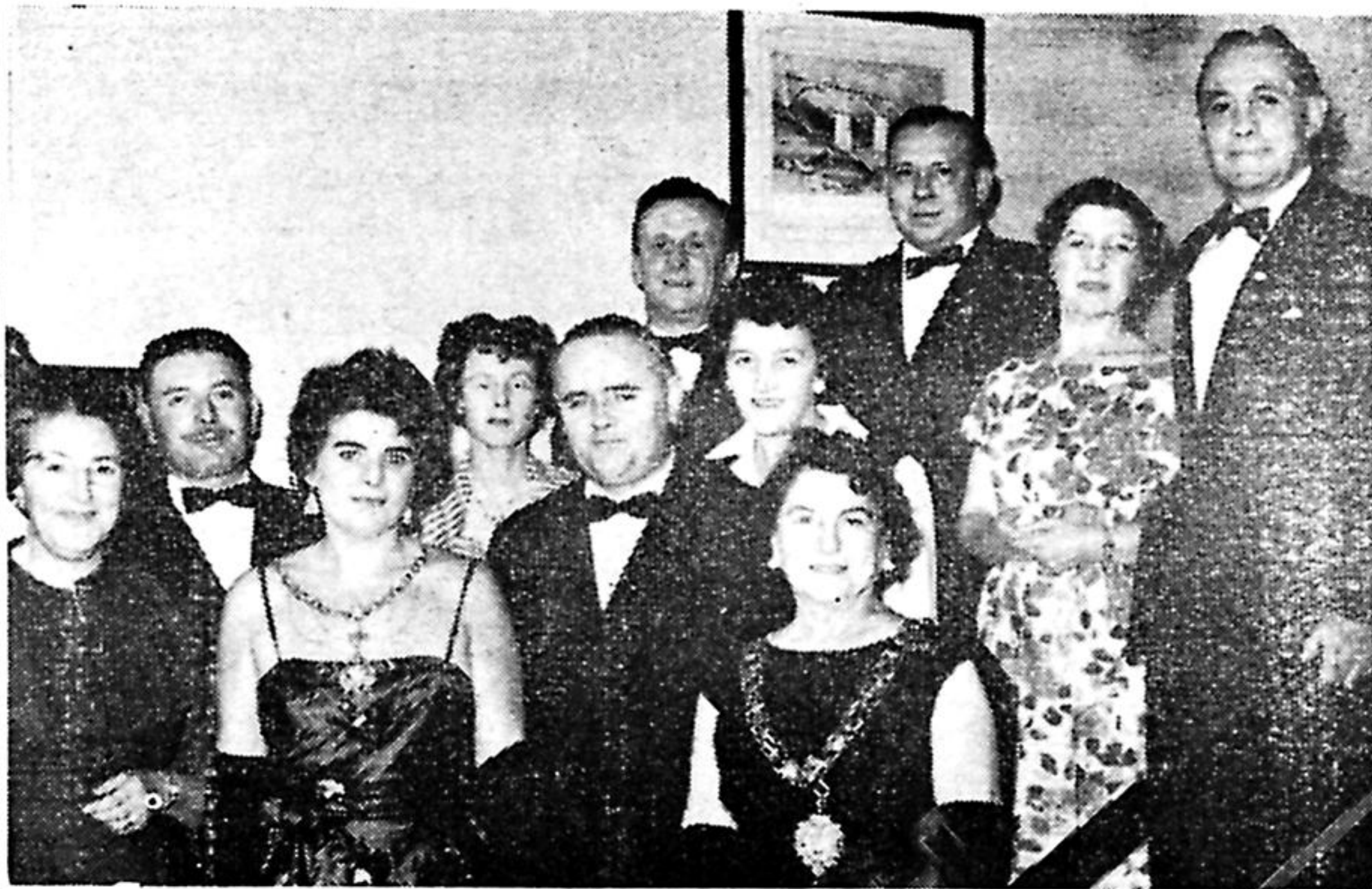
Branch members are looking forward, with the help of their friends of the British Legion, to a successful and happy new era.

MEMBERSHIP DOWN AT SOUTHEND

DESPITE a gradual falling off in membership, the Southend branch of the Royal Naval Association still keeps trying and hoping that things will shortly improve. There must be many ex-naval men in the district, and a number still serving, who would like to know that the branch meets at 8 p.m. every Friday night at the Hope Hotel, Marine Parade. Visitors would be warmly welcomed.

No doubt shipmates from many branches have missed Shipmate Harvey, the Southend Standard Bearer at recent parades and dedications, but the branch hope that he, and other members of the branch, will be seen out and about again shortly.

A visit to Eastbourne has been the highlight of the year for many years past, and in 1962, Southend hopes to visit their Eastbourne shipmates yet again—May and July have been mentioned.



Wear Branch officials and the Mayor and Mayoress of Sunderland. (By courtesy of the Sunderland Echo).

Mayor of Sunderland at Wear dinner

THE Wear Branch of the Royal Naval Association recently held its Fourth Annual Dinner and Dance and 130 members and guests enjoyed an excellent evening.

Among the guests were the Mayor and Mayoress of Sunderland Alderman and Mrs. K. Cohen and Miss M. Cohen, Shipmate F. Wade, National Chairman of the Association.

The guests were welcomed by the branch chairman, Shipmate "Andy" Johnson. The Mayor proposed a toast to the Association and Shipmate Wade responded.

The picture shown above shows the Mayor and Mayoress with officials of the branch. They are Shipmate R. Kirtley (Treasurer), and Mrs. Kirtley, Shipmate R. Gledhill (Area Chairman), and Mrs. Gledhill, Shipmate Johnson (Chairman), and Mrs. Johnson, Shipmate G. Gibson (Vice-Chairman), Shipmate A. Edmundson (Secretary), and Mrs. Edmundson.

We will remember them

Shipmate J. Burns, Member of Finsbury Branch.

Shipmate William Hood, a founder member of Aldermaston branch. Died October 1.

J. W. Schollitt, ex-Chief Petty Officer, D/J. 106858, of Harrogate. Died September 18.

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The Royal Naval Association plaque which was presented to H.M.S. Lowestoft. (Photo.—By courtesy of Lowestoft Journal)



OPERATION TRISTAN

(Continued from page 8, column 5)

each, to go round the crofts collecting as much personal gear as possible, a party of three to destroy dogs, a skilled technical party to remove valuable equipment and so on. All the parties were to be controlled by the headquarters section who were, in turn, in contact with the embarkation beach and the ship by radio and signal lamp.

CHAPEL EMPTIED

To describe the scene on the island during the salvage operation, a personal account of one of the ship's officers is best used: "I was fortunate enough to be in charge of a salvage party which went ashore in the first wave. Having landed, we set off towards our first allotted building which was the Chapel. From the outside, it differed little from any ordinary cottage in the settlement, except that it had a red corrugated iron roof set on its four square stone walls instead of the usual thatched one. But inside, it was remarkable for its cleanliness, the array of flowers and, as in the humblest of chapels, there was a feeling of peace and sanctity heightened by the warm sunshine that streamed through the small windows.

It was with reverence that we proceeded to strip the altar cloths and gather up the Chaplain's vestments from the vestry. After half an hour we had filled two mattress covers with clothes, chalices, books and pictures. I enquired from headquarters whether or not we should try to remove the organ, a large pedal operated harmonium recently presented to the Island by Her Majesty The Queen. I was assured that if time permitted it would be taken on board.

THE COTTAGES

So, from the chapel, we moved to our first cottage. On opening the stable type double door we were met with a strange sight. On the rickety kitchen table there was a teapot surrounded by five cups, some still half filled with tea. On the paraffin stove was a saucepan of unpeeled potatoes;

through in the tiny bedroom, the bed was unmade and there were a number of opened drawers with clothing lying scattered out of them. Signs of which we visited, the story was the same. Outside the orderliness of flowers in the gardens and inside, the remnants of a hurried meal and scattered belongings.

THE SADDEST TOUCH

By 1700, all the crofts had been cleared and we assembled by the wooden huts that served as the administration block, to report the job completed. There, we heard about the experiences of the other parties. The saddest tale was told by the dog-destruction party. The original plan had been to round up the dogs and shoot them through their heads as painlessly as possible. Unfortunately, after the first few had been dispatched, the dogs all became timid and would not come near the party. It was found by painful experience that the .22 rifles were not sufficient to kill a dog outright from any range, and so the destruction had to be stood over until the next day when a party of marksmen could be landed with .303 rifles.

The dogs were all of the collie type. At a guess I would say that they were crosses between alsatian and collie. I found that to shoot a dog even with a heavy calibre rifle at close range required an immense concentration to keep a steady hand. After the dog was dead, a feeling of nausea prevailed and it was necessary to remind myself that it was an essential task if the island was to be of any value in time to come.

As dusk was falling, the last loads were lifted into the island's one and only tractor-trailer combination and taken down to the beach for loading into the motor-boats. As we walked down to the beach in the gloom, the volcano seemed to take on different proportions. Not only was there the continual clatter as boulders and clinker broke away from the top, but, rumbling down the slope, they left a

Another home on Tristan, the most personal contents of which were salvaged by the men of H.M.S. Leopard.

red hot glow on the side of the cone as they removed the cool outer crust. Occasionally a large lump would detach itself, and the place on the rim whence it came would be left glowing white hot. Thus our respect for this smouldering slag-heap began to increase.

Early the next day, the landing parties went into the beach again to clear the heavy gear, expatriates' belongings and the valuable contents of the Island's canteen store. All day the work went on until by evening there were on board, in addition to a large number of trunks and boxes of personal belongings, the chapel organ, 5 marine diesel engines, of varying sizes, a variety of equipment from the canning factory and two ten-week-old puppies duly christened Tristan and Cunha. Remaining on the island were some 200 sheep and cows, the empty cottages and a stock of tinned food in the canteen for the use of fishermen who might call as they plied their crayfish trade around the island.

ROCKS CLOSE TO COTTAGES

We sailed at dark, taking a last look at the glowing volcano where the rocks were now reaching the path down to the canning factory and getting close to the first cottages. We wondered what would be the outcome of this creeping mass of cinders which was pressing so relentlessly towards the settlement.

The trip back to Cape Town was made more interesting by all-out efforts to raise a fund for the islanders so that they would have some spending money on their trip to the United Kingdom. Collecting boxes were placed around the ship, at the entry to the cinema shows, at beer issues; the contributions from the daily tombola sessions were donated and so on.

The final source of income was a mammoth raffle, with prizes ranging from Transistor radios to three months of free haircuts. The draw, conducted by the Captain and Mr. Wheeler took place at sea shortly before we arrived at Cape Town. Cheers went up as the First Lieutenant won the haircuts and the Captain a make and mend.

When the total in the fund had been counted, it was found that we had raised £235, an average of more than £1 per man.

JOB WELL DONE

Ten days after the first intimation of our special duty, Leopard returned to Simonstown, after calling at Cape Town to unload the trunks and cases, etc., and once again it was back to routine. We had the feeling of a job well done and another adventure behind us.

Polio scare spoils Hull's dance

HULL Branch of the Royal Naval Association has suffered a number of recent set-backs, mainly attributable to the, perhaps, over-publicised "polio scare." These included an attendance at our Trafalgar dance too small to cover the expense incurred, the cancellation of visits by H.M. Ships and the voluntary abstention of the Branch—in the interests of the Area—from the Newcastle and Gateshead dedication which had been looked forward to for so long.

In these circumstances it gave the Branch much pleasure to entertain Shipmates from Yorkshire, Northumberland and Durham, when a well attended Area Meeting was held at the R.A.F.A. Club, Hull, on November 18. The Branch is indebted to the local Branch of R.A.F.A. for the excellent facilities placed at their disposal for this "gathering of the clans."

At a previous meeting it had been reported that the Memorial Service at Sea last Whitsuntide had involved the

area in a loss of around thirty pounds, but the Treasurer was now able to report that, following an appeal, this amount had been over-subscribed.

It was thereupon decided to repeat the trip next Whit Sunday and Shipmates Clarke (Durham), Stephenson (Doncaster) and Bottamley (Hull) were charged to make all arrangements on the "Christian" side of the river. (No. 9 Area, please note—no offence is intended, everyone looks forward to seeing you all aboard the Wingfield Castle).

OCTOBER ENDED WITH A FLOURISH

THE West Ham Branch of the Royal Naval Association finished October with a flourish—a grand dance which was well attended and was a great success.

On November 11, the Faversham Branch visited West Ham and everyone enjoyed a splendid evening. On the same evening, the branch had a visit from Shipmate "Fred" Reid, who, since his work took him to Burton on Trent, has opened a branch there, of which he is very proud, and of which he is secretary.

He brought along with him a serving member and a founder member of the new branch.

On November 18, West Ham visited the Harlow branch.

All serving members are reminded that a warm welcome awaits them at 195a Romford Road, Forest Gate, E.7, on Wednesday, Friday and Saturday evenings, and also at Sunday lunch time.

TRUST HELPED NEARLY 2,500 IN THREE MONTHS

DURING the period July 1 to September 30, 1961, the Royal Naval Benevolent Trust disbursed £27,146 by way of 2,481 grants.

Most of the amount went to relieve distress among individuals which had arisen from a variety of causes. A proportion was however given in accordance with the terms governing award of annuities to the aged and infirm, widows with two or more dependent children and assistance to disabled or invalided men undergoing Government training courses. A further small proportion was given in connection with other schemes such as emergency accommodation of children and towards the maintenance of ex-serving men and/or widows in homes and hostels for the aged.

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 4. Who ran the greatest distance in one hour and what did he cover?
 5. Which athlete has won the most A.A.A. titles?
 6. Who was the "Brockton Blockbuster"?
 7. Which boxer held three world titles at different weights at the same time?
 8. Who scored the most consecutive centuries in first-class cricket?
 9. What is the greatest number of balls bowled without a run being scored?
 10. When did Great Britain last win the Davis Cup?
- (For answers—see page 16, column 3.)

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JANE'S SAYS 'NAVY SQUARING UP TO NEW CONCEPT'

ONCE again, for the 64th time, "Jane's Fighting Ships" presents a comprehensive panorama of the navies of the world. This latest edition, superbly produced as always, contains about 2,050 photographs and scale drawings and particulars are given of over 10,500 warships of some 90 navies.

In his foreword the editor reflects that the Royal Navy is squaring up to a new concept of sea warfare. "The days of great fleets in being, circulating on their self-contained stations, are gone, and in their place are task forces and squadrons more flexible and more interchangeable with a mobility and ubiquity much more suited to deal with the outbreak of sudden conflict anywhere in the world," he says.

HINT OF NEW CARRIERS

Writing of aircraft carriers, Mr. Blackman points out that no carriers have been laid by Britain since the Second World War. "There have been official hints that a new generation of aircraft carriers are in the design stage, but these cannot materialise until about 1970." In the meantime it is difficult to allocate the few remaining carriers we have.

The United States still has a big ship-building and conversion programme. "New constructions included seven guided missile frigates, of which one will be nuclear powered; ten nuclear powered fleet ballistic missile submarines; three nuclear powered attack submarines; an amphibious assault ship; a dock amphibious transport; three guided missile escort ships and three escort ships; a Polaris fleet ballistic missile submarine parent ship; a combat store ship and several experimental and research vessels."

Conversion includes 14 destroyers, six submarines, a missile range instrumentation ship and a major communications relay ship.

"The accelerated programme calls

for 20 Polaris submarines to be on station a year earlier than previously planned and a total of 30 two years earlier than would have been possible under the previously scheduled rate of five per year."

SOVIET REORGANISATION

Jane's says that the Soviet Navy is understood to be undergoing a major reorganisation, accent being on quality rather than quantity. Contrary to Mr. Krushchev's remarks a couple of years ago, Russia does not appear to be scrapping her cruisers. Although Mr. Blackman finds evidence that the numerical size of the Russian submarine fleet is being reduced, he emphasises that this does not make the Soviet undersea fleet any the less formidable.

FASCINATING PICTURES

What a pleasure it is to turn over the pages of this wonderful reference book. All those interested in the world's warships will find fascinating pictures and detailed drawings on every page.

There is an intriguing photograph of the model of the French cruiser helicopter carrier, La Resolue (to be renamed Jeanne d'Arc when that ship is paid off). This 13,000-ton (full load) ship, with a designed speed of 26.5 knots, is to be used, in peace time, for the training of 200 officer cadets. Her war-time function, after rapid modification, would be as a command ship, helicopter carrier or troop transport with commando equipment and a battalion of 700 men.

Another fine-looking class is the 6,500-ton (full load) Doria class guided missile escort cruisers, three of which are to be built for the Italian Navy. Two are expected to be in service in 1962-63 and the third is being laid down this year.

Over 90 pages of Jane's are devoted to the United States Navy. Pride of place must, of course, be given to the world's largest aircraft carrier ever to be constructed—the U.S.S. Enterprise

ASSAULT SHIPS

A useful class of ship building for the U.S. Navy is the amphibious assault ships. Three of the four projected are being built and, of about 20,000 tons (full load), each will be able to transport a helicopter assault force consisting of approximately 2,000 personnel, essential combat supplies and equipment and 20 assault transport helicopters.

The Royal Navy's assault landing ship, ordered in 1961, approximates in tonnage to these amphibious assault ships, but her duties will be virtually the same as the United States dock amphibious transports, six of which are being built. These transports and the Royal Navy's assault landing ship will carry landing craft in a covered well, these being launched by flooding compartments in the ship and lowering her in the water, whilst the top of the covered well will be used as helicopter platforms.

Information coming out of the U.S.S.R. is, of course, scanty, but there are 25 pages of most interesting matter.

This latest edition of Jane's is a first-class production in every respect.

(Jane's Fighting Ships, Compiled and edited by Raymond V. B. Blackman, M.I.Mar.E., M.R.I.N.A., and published by Sampson Low, Marston & Co., Ltd., London, £5 5s.)

Classified Advertisements . . .

MISCELLANEOUS

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If member of R.N. Association, please state Branch

H.M.S. Scarborough is off to the Mediterranean

SHIP HELPED TO CHOOSE TOWN'S BEAUTY QUEEN

AFTER spending the last six months in and around home waters—if an Icelandic patrol and a trip to Norway can be called home waters—H.M.S. Scarborough sails for the Mediterranean in January.

The ship, commanded by Commander P. W. Buchanan, R.N., commissioned on June 6, 1961, at Portsmouth, did her work-up programme during July and August. This was a period of hard work, but with fine weather and week-ends busily spent investigating the various attractions of Weymouth and the surrounding area, it was an enjoyable time. During these two months, exercises covering every possible field of activity which was likely to be met during the commission were carried out, from anti-submarine exercises and air attacks to bringing relief to an area overcome by earthquake disaster, from re-fuelling at sea to quelling a riot.

There has long been a friendly relationship between the ship and the town after which she is named, and the present ship's company know how sorry the previous commission was that they never managed to visit Scarborough.

The present ship's company have not been able to do so, but at least they have their own beauty queen chosen by a panel of judges which included an officer and a rating from the ship. The first lieutenant and six ratings were guests of the town for three days during September during which time the "Miss Scarborough" for 1961 was chosen. If the way these seven were looked after was a fore-taste of things to come during a visit by the ship, then the cry on board will undoubtedly be "The sooner the better."

In the middle of September, the ship left Portsmouth for Rosyth, en route for Icelandic waters. On board for this passage were several boys from the Scarborough College Com-



H.M.S. Scarborough—a Whitley class anti-submarine frigate

bined Cadet Force (Naval Section). It was a pity that they could not see much of the town when the ship anchored for a couple of hours. It was too rough to do anything, and a disappointed ship's company missed the anticipated visit of "Miss Scarborough" to the ship.

Nobody really enjoyed the three-week-long fishery protection patrol around Iceland, but there was plenty to do to alleviate the bad weather and inactivity. Competitions were arranged, a small skiffle group was formed, there was a regular programme of up-to-date films, a daily newspaper was produced and so, too, was "Radio Scarborough."

On completion of the Icelandic patrol, five days were spent at Bergen. This was a thoroughly worthwhile visit. The pro-British Norwegians made the ship's company very welcome. The ship's football team showed up better than ever before when it beat a Norwegian Naval team by four goals to three.

But perhaps the lasting memory of the visit for many on board will be that of the obvious enjoyment of the

forty young children from local orphanages who visited the ship for a party.

AWAY FROM HOME 16 YEARS

RETURNING TO Portsmouth on December 14 is a ship which sailed from Belfast on July 28, 1945, and has never been back to the United Kingdom since. In fact the ship moved to the Far East Station in 1949 and since

Naval Challenge

1945-1961

PAUL E. GARBUTT

A comprehensive and accurate account of the Royal and Commonwealth Navies' adaptation to their new role in the world of nuclear warfare, the long-range submarine and the soaring costs of naval construction. Illustrated. 21s.

The Steel Navy

JAMES DOLBY

A concise reference book on the development of the Navy since the first Ironclad, illustrating with over 200 silhouettes typical vessels in each class throughout its history and giving lists of names and details of displacement, speed and armament. January. 18s.

MACDONALD

SPORTS QUIZ-ANSWERS

1. 1930. 2. Thirty games by Burnley in 1920-21. 3. £300. 4. Zatopek—12 miles 809 yards. 5. McDonald Bailey with 14 titles. 6. Rocky Marciano. 7. Henry Armstrong. In 1938 he held the feather, light and welter. 8. C. B. Fry and Don Bradman with six each. 9. 137 by Hugh Tayfield, England v. South Africa, 1956-57. 10. 1936.

'SPORTING CHANCE'

B.B.C. looking for Sports Experts

COMMENCING in January, an Inter-Services Sports Quiz is being run by the B.B.C. on sound radio. These programmes will be broadcast weekly on the light and overseas broadcast for fourteen weeks from January 17.

The Navy will be represented by four teams drawn from Portsmouth Command, Plymouth Command, Home Air Command and the Royal Marines respectively.

The first round is an individual service one, to produce the best teams from each service. The naval show is as follows: January 31, Plymouth Command v. Royal Marines (at Plymouth); February 28, Portsmouth Command v. Home Air Command (at Portsmouth). Both at 8 p.m.

The successful naval teams will go on to play the Army and R.A.F.

A new feature of this quiz is "Listeners' Questions." The general public and, in particular, service listeners are invited to send in questions. B.B.C. teams will also tour service bases abroad, including Gibraltar, Malta, Aden, and Singapore to record questions. All questions are welcome and should be addressed to: Inter-Services Sports Quiz, B.B.C., Langham Place, London, W.1.

The Portsmouth Command Team is being organised by Lieut.-Cdr. B. M. J. Vigrass, H.M.S. Dryad. Any sports experts who would like to be con-

sidered for the team are invited to contact him direct. Sports experts of other ports should contact their Command Sports Officer.

'PLAYERS' REFIT THEATRE

THE re-formed Victory Players are producing A Christmas Revue on Tuesday and Wednesday, December 19 and 20, commencing at 8 p.m., and a warm invitation is extended to all those who are interested. There will be no charge and applications for reserved seats should be made to the Secretary, Victory Players, Royal Naval Barracks, Portsmouth. There will be a few unreserved seats at the door.

Entrance for pedestrians will be at the Alfred Road gate and for cars via the main gate of the Barracks.

Grants from a Fund of the Naval Barracks and the Nuffield Trust for the Forces of the Crown have enabled the Players to undertake a partial refit of the theatre. This refit has involved the basic equipment of a fly grid, renovation of the curtains, some new curtains and some new lanterns. The acoustics have also been improved.

The stage itself is a good one with great depth and also width in the wings. The main switchboard is over 25 years old and suffered bomb damage and subsequent exposure, but basically the electrical equipment, circuits and switchboards are very good.

The stage manager, his technicians, and indeed all concerned with the Victory Players Society, are looking forward to the results of their hard work and feel sure that the Victory Players are once again to make a name for themselves. The technicians are also eagerly looking forward to the day when modern design lanterns can replace the old-fashioned ones, which like the main switchboard, are over 25 years old.

H.R.H. the Duke of Edinburgh visits A.E.W. Haslar on December 18.

FOR THE LOWER DECK

Most servicemen have made plans for the future. There will be things they want to do, things they want to buy... furnishing a home, children to educate...

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

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